



CONNECT MAIN STREET

VOLUME I: DESIGN PROCESS



SANDAG SMART GROWTH INCENTIVE PROGRAM PLANNING GRANT

CONNECT ♦ MAIN STREET

Prepared by:



Supported by:



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1 | Project Introduction

1.1 Project Overview

CONNECT MAIN STREET is a planning and design project, exploring opportunities to transform an approximately two-mile long stretch of Main Street, in the City of Lemon Grove, CA. The project area extends from Broadway in the north to the City's boundary in the south. The goal of the project is to create a safe, comfortable, and enjoyable place for people to socialize, walk, bike, and run.

It presents an opportunity for enhancing connections between neighborhoods and the heart of the City; including the City's two transit stations and many local businesses. This project also offers the chance to make a great place for the people of Lemon Grove by including landscaping, public art and spaces, and other amenities for all residents to enjoy. These destinations would benefit the community both aesthetically and from a recreational standpoint, and would encourage people from other communities to explore the city of Lemon Grove.

The project is funded by the San Diego Association of Governments (SANDAG) through a Smart Growth Incentive Program grant awarded to the City of Lemon Grove. CONNECT MAIN STREET is an outgrowth of the award-winning, Main Street Promenade Project that was completed in 2013.

For ease of discussion, the project was divided into three sections, North, Central, and South, which each present a unique identity and presence. The Northern section is the most urban and includes prominent features such as the Big Lemon, Grove Pastry Shop, and City Hall. The Central and Southern sections are more rural in character with naturalistic features such as a small creek, drainage ditch, and stands of palms prevalent throughout.

Four main cross streets intersect the trail corridor, Massachusetts Avenue, San Miguel, Central Avenue, and Broadway. Key features along the project corridor include the Massachusetts Trolley Station, Uhaul business, Sunshine House, First Baptist Church of Lemon Grove, The Lagoon church, H. Lee House, Civic Center Park, City of Lemon Grove building, Grove Pastry Shop, the Big Lemon, and the trolley tracks that run adjacent to Main Street. Many of these structures have historical value and are recognized in more detail in the technical studies. The primary natural features within the project area include the small creek and drainage ditch discussed above, as well as stands of existing palm and street trees.

1.2 Existing Condition Maps

In the following pages several basemap exhibits document the existing conditions of the project site. Existing property lines, ROW boundaries, utilities, topography, and major site features were documented in a series of maps and compiled into an AutoCAD base drawing. From this base, the illustrative concepts and final conceptual plans were developed.



Full circle plaza in the Main Street Promenade



Visitors enjoying the Main Street Promenade project

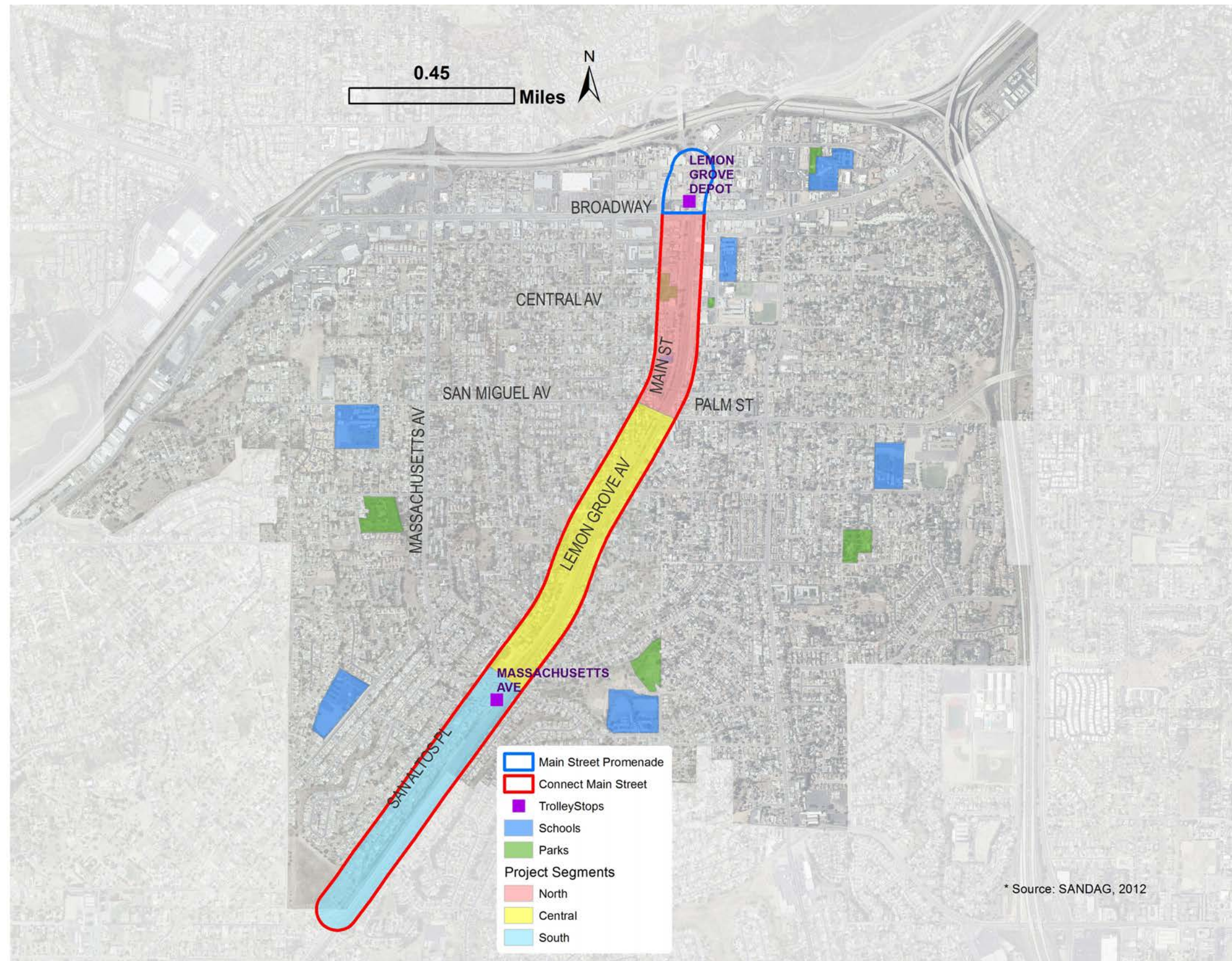


Figure 1-1: Project Corridor Diagram

Diagram illustrating the project corridor and its relation to the existing Main Street Promenade project

1 | Project Introduction

1.2.1 Existing Property Lines & Right Of Way

Existing property lines, easements, and right of way throughout the project corridor are documented in this series of maps.

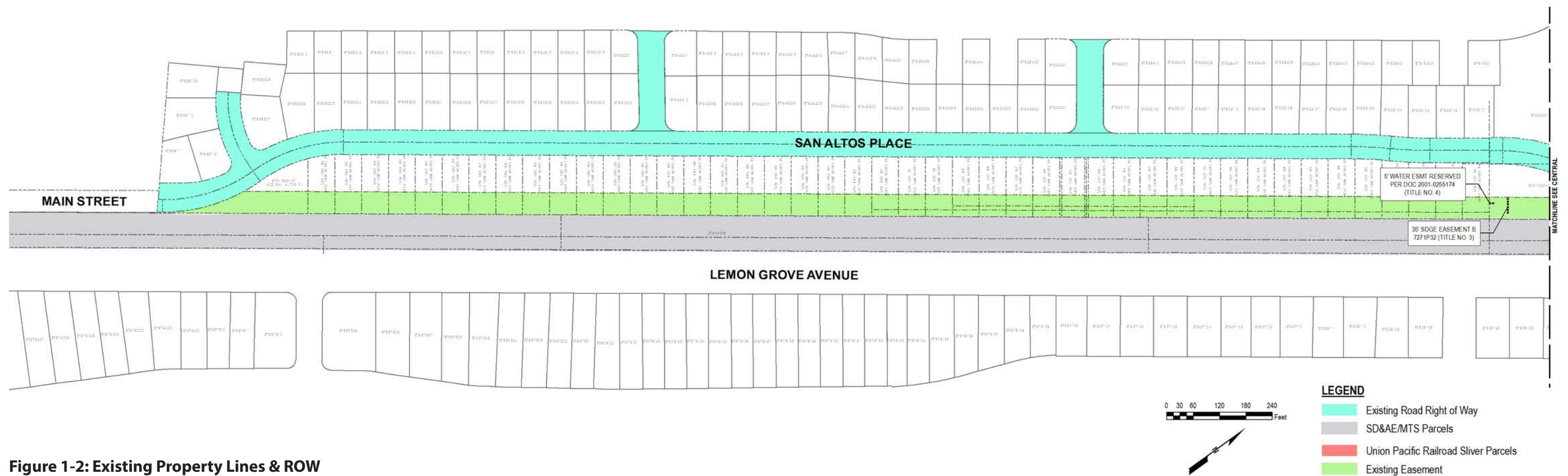


Figure 1-2: Existing Property Lines & ROW

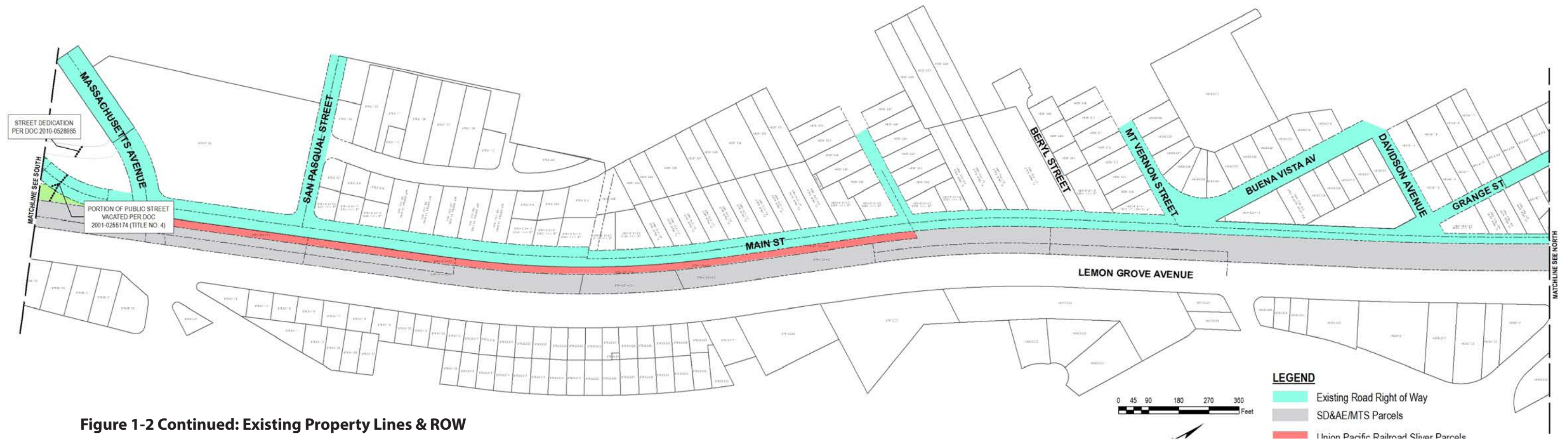


Figure 1-2 Continued: Existing Property Lines & ROW

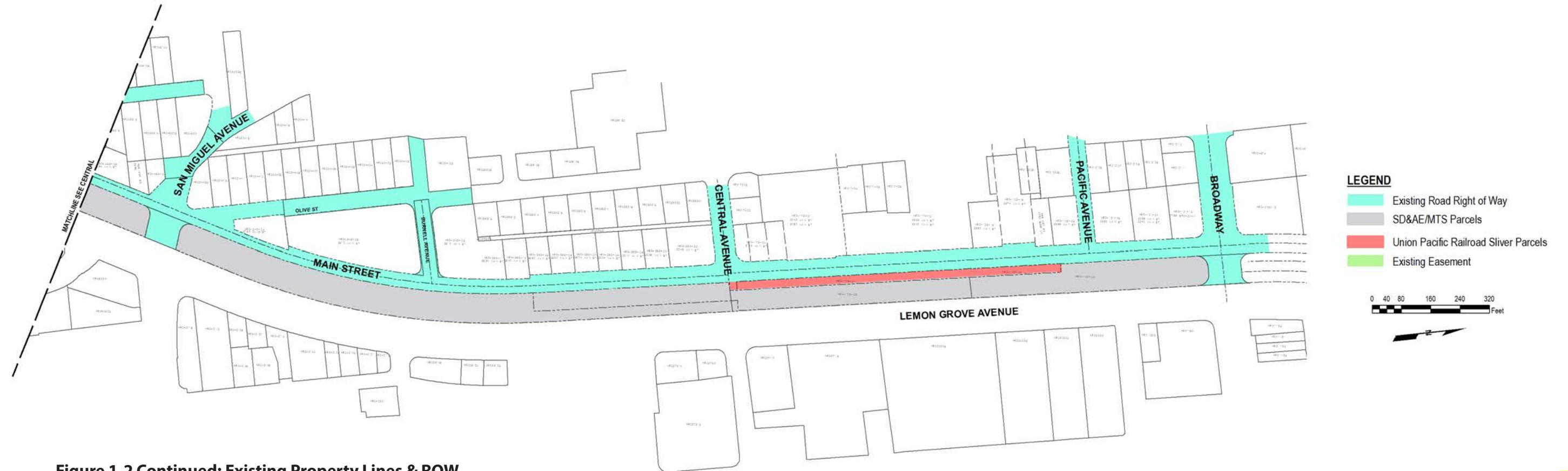


Figure 1-2 Continued: Existing Property Lines & ROW

1 | Project Introduction

1.2.2 Existing Topography & Site Features

Existing topography and major site features including walls, roads, and fences are shown on this set of maps.

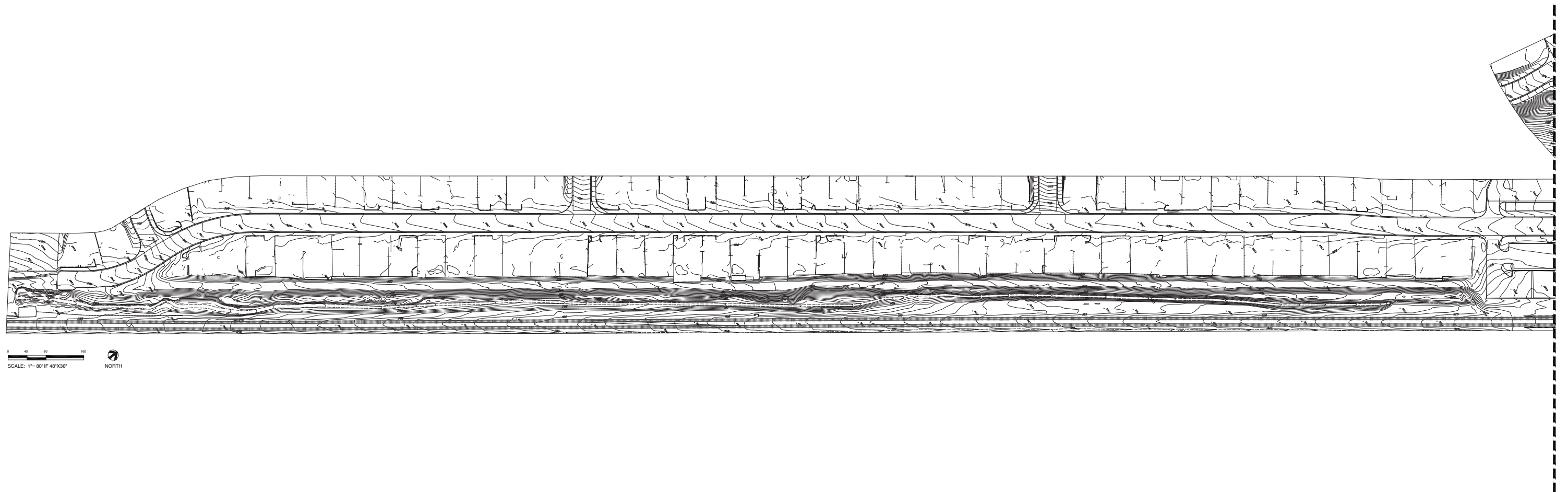


Figure 1-3: Existing Topography & Site Features

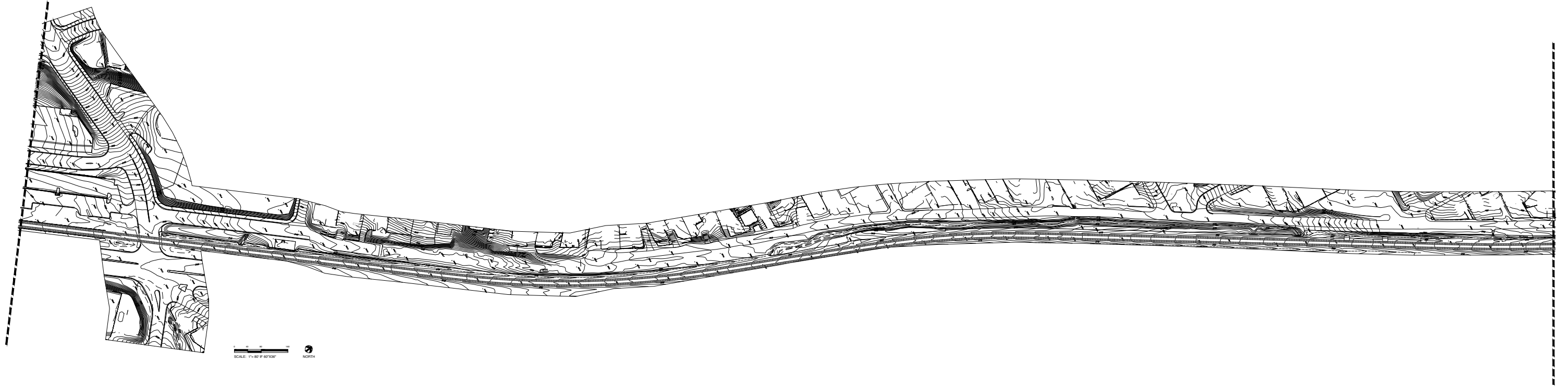


Figure 1-3 Continued: Existing Topography & Site Features

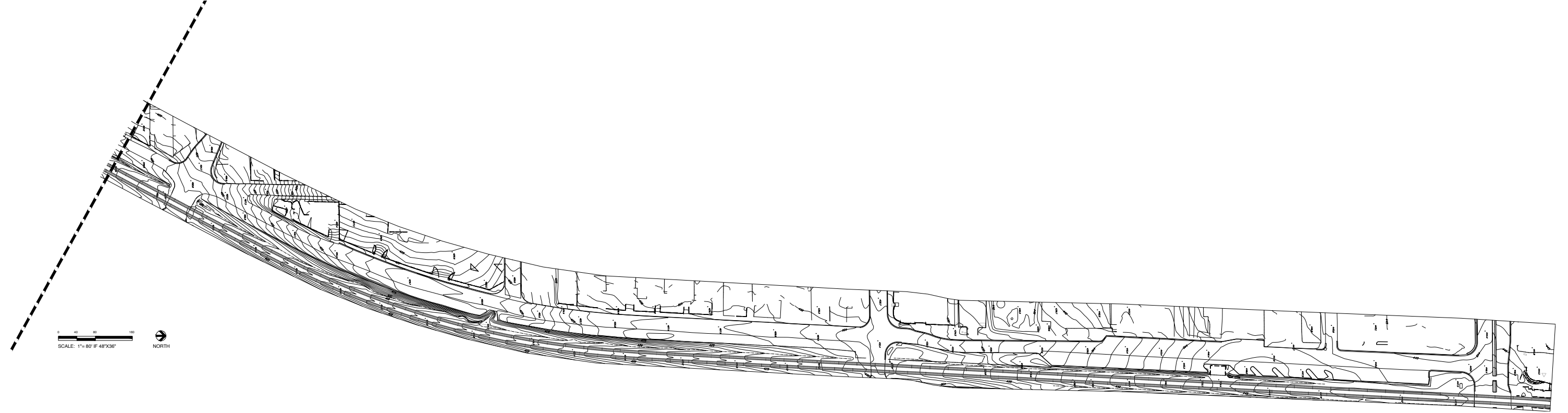


Figure 1-3 Continued: Existing Topography & Site Features

1 | Project Introduction

1.2.3 Existing Utilities

Existing utilities including gas, sewer, water, and overhead electric lines throughout the project corridor are documented on these drawings.

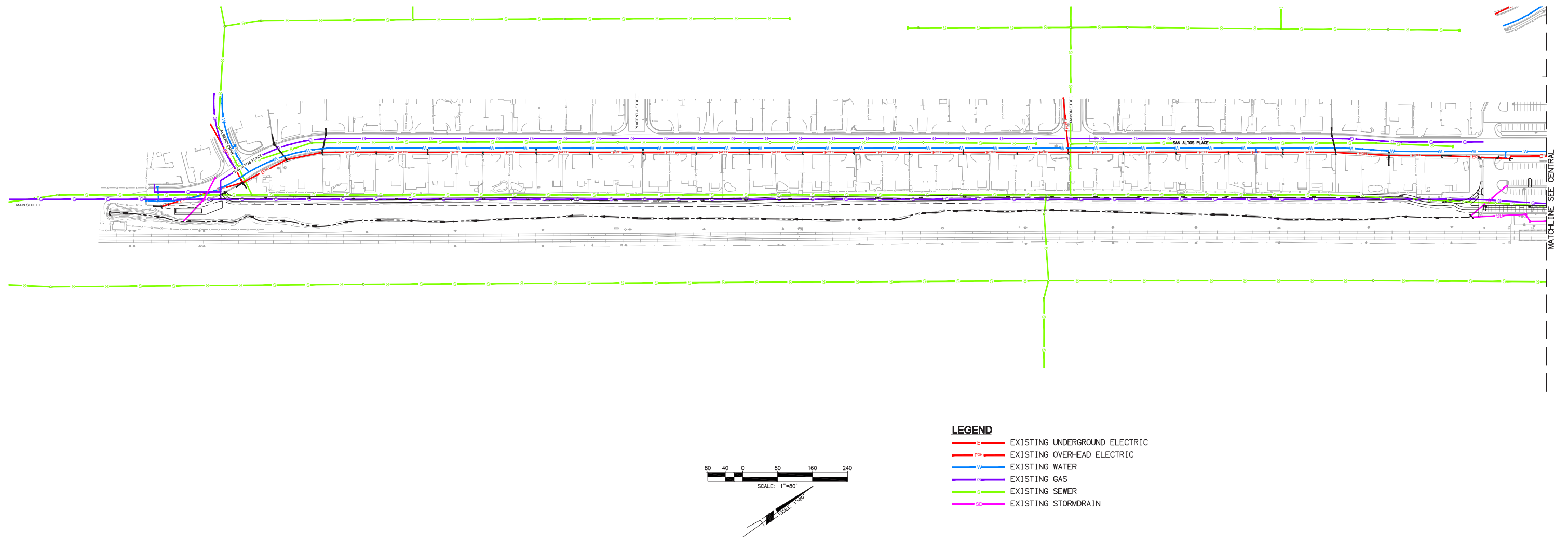


Figure 1-4: Existing Utilities

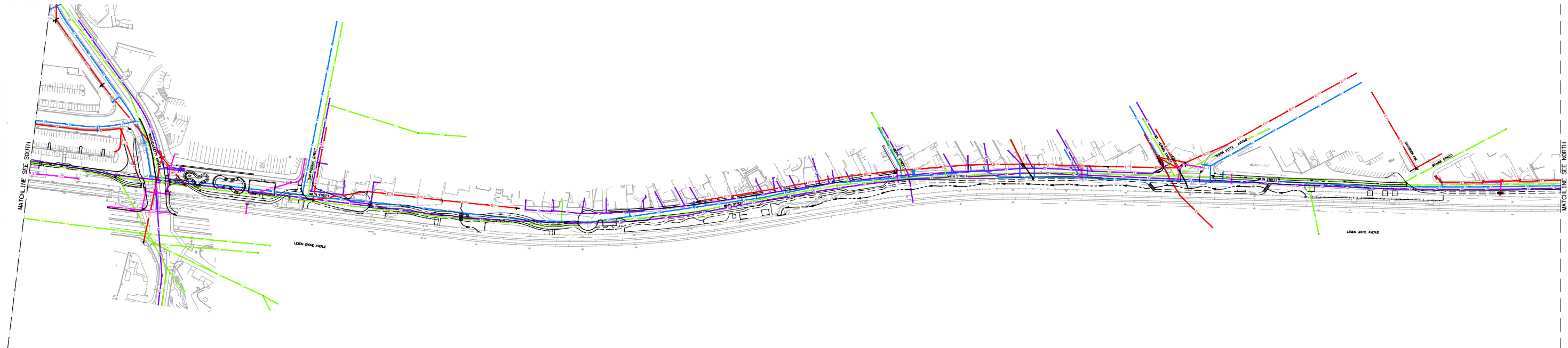


Figure 1-4 Continued: Existing Utilities

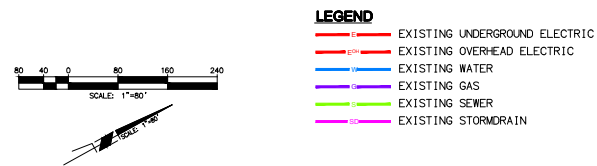


Figure 1-4 Continued: Existing Utilities



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1.3 Background Information

The following sections provide detail of existing conditions and mapping extracted from various technical studies prepared for this project. Please refer to these technical studies in Volume III for further detail.

1.3.1 Site History & Cultural Resource Conditions

Prior to the design phase, the history of the project site was investigated. Helen O’field, a key board member of Lemon Grove’s historical society was a rich resource of information, and was consulted through a direct interview and as a member of the project advisory committee. Her book, “Lemon Grove”, was also a helpful guide which provided a concise overview of Lemon Grove’s basic history and many historical photographs.

Through these information sources, Lemon Grove’s four main historical periods, the Kumeyaay Indian Period, Spanish Colonization Period, Ranchero Period, and Whistle-Stop Agricultural Town Period, were identified. These important periods are highlighted with varied gateway structures and in plaza and park spaces that stretch the time-line theme of the Lemon Grove Promenade project down along Main Street. Important historical and cultural features were also located (see graphic on opposing page) and emphasized with interpretive signs and other design strategies where appropriate. These include structures such as the Big Lemon, Sunshine House, First Congregational Church, H. Lee House, and Sonka Brothers Store (now the Grove Pastry Shop), which are clearly visible or directly adjacent to Main Street and the project corridor.

The rich history of Lemon Grove was recognized as a valuable community resource to be preserved and improved where possible. The design concepts coming out of the initial technical studies incorporate strong historically themed elements and seek to positively frame existing historical structures and allow greater public appreciation and interaction with them.

For more information see the Cultural Resources Study in Volume III, prepared by Rincon Consultants.



First Congregational Church



H. Lee House



Citrus grove in Lemon Grove’s agricultural heyday

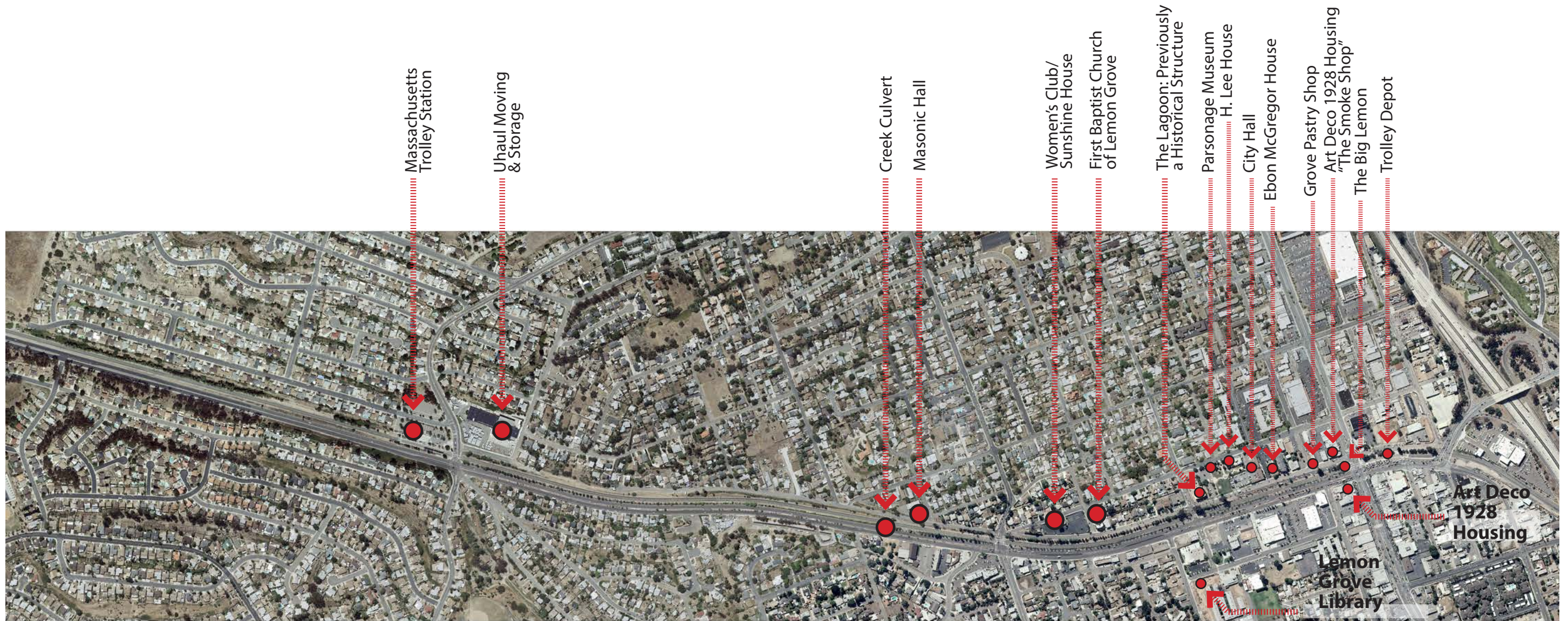


Figure 1-5: Key Structures/Streets Along The Project Corridor

<p>Trolley Depot 1984 by Arthur Becker. Recreated the original 1895 Victorian train depot.</p> <p>The Big Lemon 1928 designed by Alberto O. Treganza one of the most unusual roadside civic folk art icons in America. Originally designed as a parade float and saved by the townsfolk as their beloved symbol.</p> <p>Art Deco 1928 housing “The Smoke Shop” 1928, southwest corner of Main & Broadway adjacent to Big Lemon.</p> <p>Art Deco 1928 housing Starbucks and the Pet Store (the latter with Romanesque arcade), southeast corner of Main & Broadway.</p>	<p>Grove Pastry Shop, 3308 Main Street, built 1912 by Dr. Charles Good as a general store. Bakery has existed since 1955. This critically important Mission Revival building is the longest continuously operated commercial building surviving in town and is a direct link to the pioneer past. The Lemon Grove History Mural (owned by the Lemon Grove Historical Society) is on the Pacific Street wall. In the late 19th century and early 20th century a large California Pepper tree stood near this site on Main Street.</p> <p>Ebon McGregor House, 1936. (Shares parking lot with City Hall which is at 3232 Main Street.) Spanish Colonial Revival by Alberto O. Treganza. Dr. McGregor had his medical practice in the front section and an arcade connects that to the living quarters. At once time it was flanked by tall Queen Palms, had a lawn and hedges.</p>	<p>City Hall 1957. 3232 Main Street. Built as the town’s first medical building.</p> <p>H. Lee House 1928, 3205 Olive Street, designed by Frederick Clemeshaw and built by George Simpson. Tudor Revival. Rescued from Route 125 freeway expansion. Restored and managed by the Lemon Grove Historical Society as the city’s cultural center.</p> <p>Parsonage Museum 1897. 3185 Olive Street Folk Victorian redwood. Built as the town’s first church, The First Congregational Church of Lemon Grove. Once flanked by palms. In 2004-2005 the City built Civic Center Park as a framework for these two historic sites. The plantings in the park reflect the trees that have historically stood in the town: California Live Oak, Canary Island Palm, Queen Palm, Crepe Myrtle, Carrotwood, boxwood hedges, evergreen ground cover, large rose garden.</p>	<p>Lemon Grove Library 2013. 3001 School Lane. Mission Revival across the avenue from Main Street. Designed by Raul Diaz. Historically, Lemon Grove has featured several architectural styles: Tudor Revival, Mission Revival, Arts & Crafts, Art Deco, Eastlake Victorian, Hawaiian Revival, Spanish Eclectic, Monterey Spanish Revival, Spanish Colonial, California Ranch (the Cliff May tradition), etc.</p> <p>Women’s Club 1912. 2010 Main Street on the campus of First Baptist Church. The Women’s Club was once the go-to place for graduations, dances, social events of all kinds. It is redwood and a remarkable survivor.</p> <p>Further south along Main are small homes dating from the 1930s in California Bungalow and Arts & Crafts style.</p>	<p>Central Avenue is the original east-west axis of the town running from the train tracks to the fields of the Fels Ranch. It is lined with Mission Revival, Italiannate Revival, bungalow, Arts & Crafts and other homes. The avenue was once flanked on both sides by large Queen and Washingtonia Palms. The line of modern sidewalks follows the original and the same border grass plots date from the earth 20th century.</p> <p>San Miguel Avenue was built in the 1920s as developers began to envision housing (a dream halted during the Great Depression). San Miguel was much narrower at one time, more like the curving “dog-leg” section that runs down to the train tracks.</p> <p>Olive Street runs parallel to Main on the west side of Civic Center Park. Olive is one of our oldest streets and still has olive trees dating from the original olive orchards of 1895 - 1905.</p>
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1.3.2 Neighborhood Boundaries

A neighborhood is defined as an area with similar land uses, character, and a defined edge.

Because of its length and the fact that the project is along the edge of an open space created by the rail line right of way, the creek, and two roadways, the proposed project area would have a high level of visibility. The project elements would be visible from Main Street, the properties immediately adjacent to Main Street, the trolley corridor, and from Lemon Grove Avenue. This visibility would only be interrupted by vegetation found in the creek and from the street trees along Main Street and Lemon Grove Avenue.

Despite the high visibility of the project, the study found that the project elements would have only a moderate to moderate-low level of contrast with the urban and semi-rural environment typical in the project area. By creating destinations and carrying the project theme through the corridor, the project elements would also increase the unity and memorability of the area. As a result of these factors the study anticipated that those viewing the project would have a moderate to low response to the visual aspects of the improvements.

The study found that although the proposed project elements would result in a moderate to moderate low degree of change in the current visual setting and would be visible to a significant number of viewers, the project would not create a negative or chaotic appearance or remove the visual resources that are currently contributing to visual quality in the area.

In fact, the project would clean up the edges of the existing visual environment surrounding Main St. and would add visual resources that increase the harmony, vividness and memorability of the corridor. The landscape that the project elements would be a part of would be made stronger, more consistent, and vibrant as a result of the project.

For further information concerning the visual impacts of the project see the full Visual Impact Assessment prepared by KTU+A.

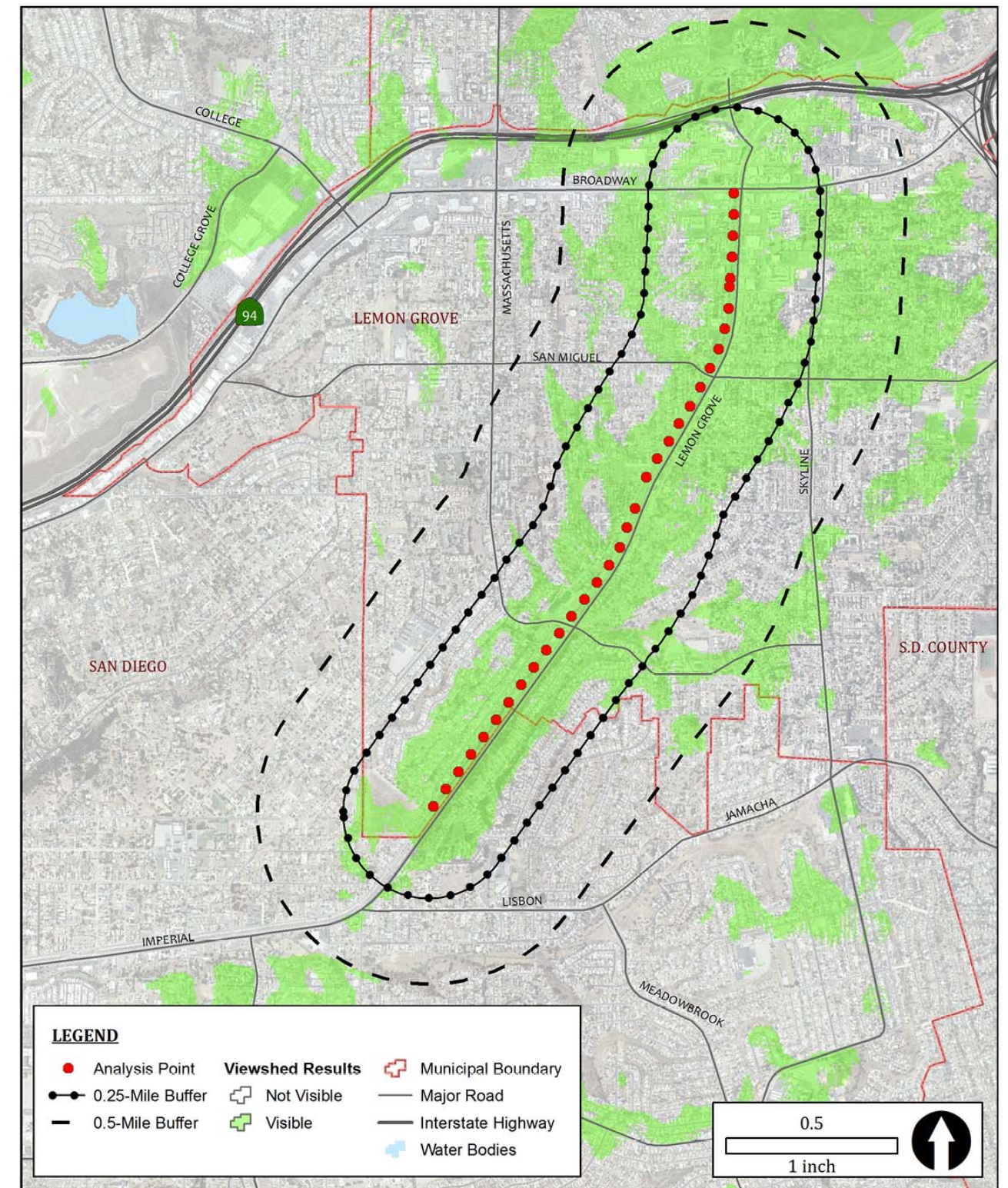


Figure 1-6: Neighborhood Perceived Limits

A viewshed map was prepared to show what areas would be perceptually connected

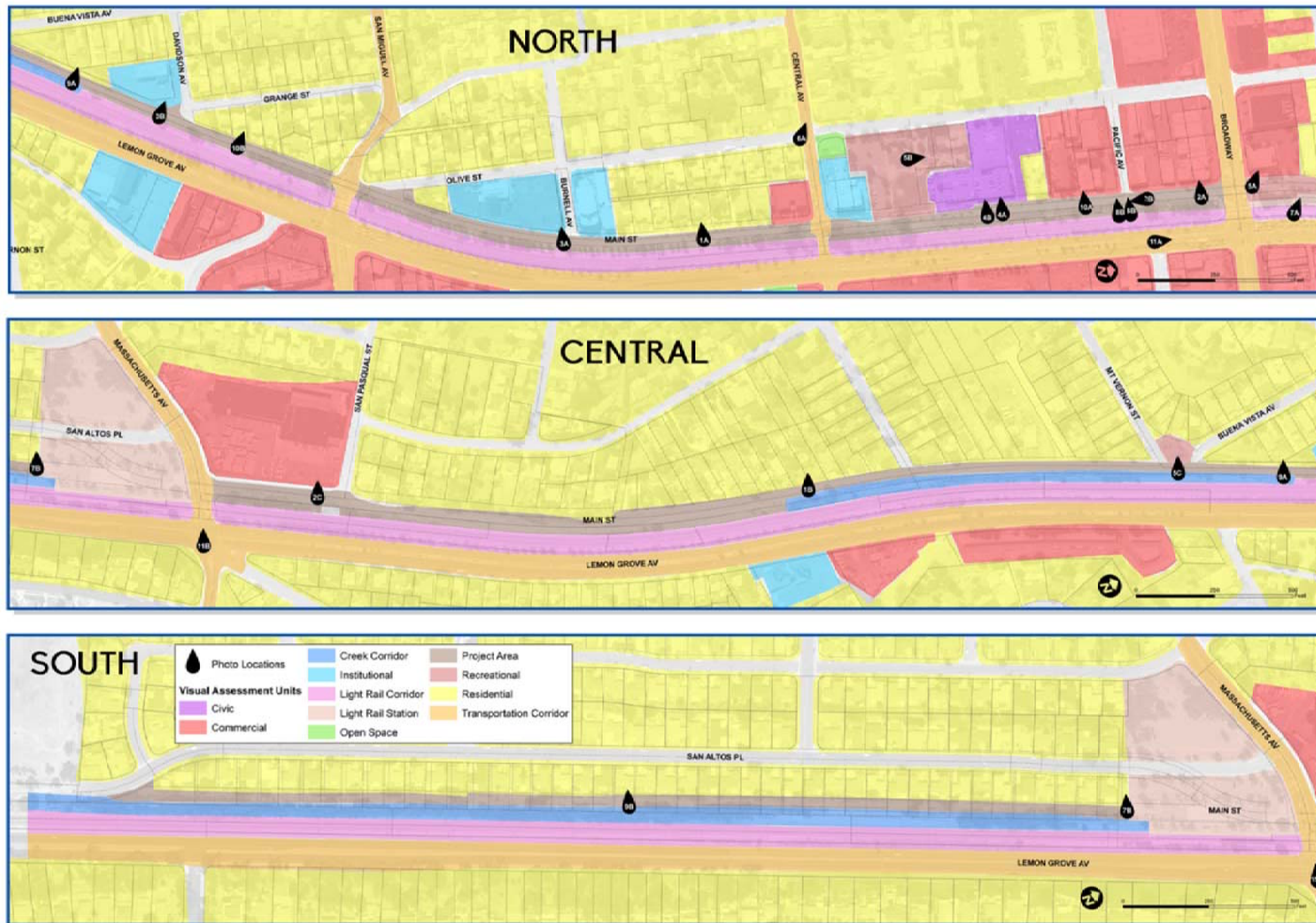


Figure 1-7: Sub-Areas Based On Land Use

This graphic illustrates the land use types along the project corridor which were used to predict the groups that would view the project on a regular basis.

1 | Project Introduction

1.3.3 Geotechnical Conditions

A preliminary geotechnical survey was performed to analyze the suitability of the soil for the proposed project elements and development types. The report anticipated that five soil types will be found throughout the project corridor, Undocumented Fill and Topsoil, Old Terrace Deposits (Qvop), San Diego Formation (Tsdss), Mission Valley Formation (Tmv), and Stadium Conglomerate (Tst). The survey indicated that these soil types will be able to support the proposed improvements, although a few (Mission Valley Formation & Stadium Conglomerate) may require heavy ripping to break up cemented zones.

The Newport-Inglewood/Rose Canyon Fault Zone, located approximately 7 miles west of the project site, was identified as the nearest active fault. Liquefaction, landslide, subsidence, flooding, and ground rupture potential for the site was noted as low, but the potential for encountering expansive soils in the project area was considered by the survey as moderate to high.

Based on the characteristics of the soil throughout the site, the report provided recommendations for the construction of concrete pavement, retaining walls, and bioswales. Concrete pavement recommendations included a minimum thickness of four inches, No. 3 steel reinforcing bars spaced 18 inches on center in both directions, and a minimum 8 inch thickened edge. Retaining wall recommendations involved specific soil pressures and minimum forces to design to. Due to the prevalence of dense formational soil units mentioned above, the report stated that the native soil will be unsuitable for the infiltration of storm water runoff and should be replaced where necessary at proposed bioswale locations to provide better infiltration capacity.

The report notes that no significant geologic hazards other than expansive soils are known to exist on the site, and states that the soil types present in the project area will be suitable for supporting the proposed design elements.

For more information regarding site geology see the complete preliminary geotechnical survey prepared by Geocon Incorporated.

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1.3.4 Hydrology, Water Quality, & Drainage Conditions

The effect of the proposed project elements and overall design on the site's hydrology patterns were addressed in two separate documents, a preliminary drainage study and a Storm Water Quality Management Plan (SWQMP). While the drainage report examined the effects the proposed Connect Main Street project might have on the quantity and pattern of storm water runoff, the SWQMP analyzed the effect of the project on water quality.

The preliminary drainage study first outlined the existing conditions and context of the site. The project area is located within the Chollas watershed which drains to San Diego Bay, and generally drains via sheet flow into a system of culverts and drainage ditches located between Main Street/ San Altos Place and the railroad tracks. These drainage ditches and culverts drain towards the south ultimately out-falling to an existing concrete culvert at Broadway Avenue and Akins Avenue. Based on current Federal Emergency Management Agency (FEMA) floodplain maps the project area is not located in any Special Flood Hazard Areas (SFHAs). See the following pages for floodplain maps of the project area. Five soil groups in the project area were identified including the Diablo-Urban Land Complex at 5-15% slopes, Diablo-Urban Land Complex at 15-50% slopes, Las Flores Loamy Fine Sand at 15-30% slopes, Las Flores-Urban Land Complex at 2-9% slopes, and Placentia Sandy Loam at 2-9% slopes. All of the soil groups were noted in the study as exhibiting slow to very slow infiltration rates.

As shown on the Drainage Management Area (DMA) maps on the following pages, very little impervious area is added by the proposed project elements. The drainage study notes that the existing impervious area within the project limits is 4.25 acres, and the impervious area within the project limits would only increase to 4.88 acres should the Connect Main Street project be built. Because this .63 acre increase in impervious area is so minimal in relation to the total acreage of the watershed (1,059 acres), no analysis of downstream conditions should the project be built was conducted.

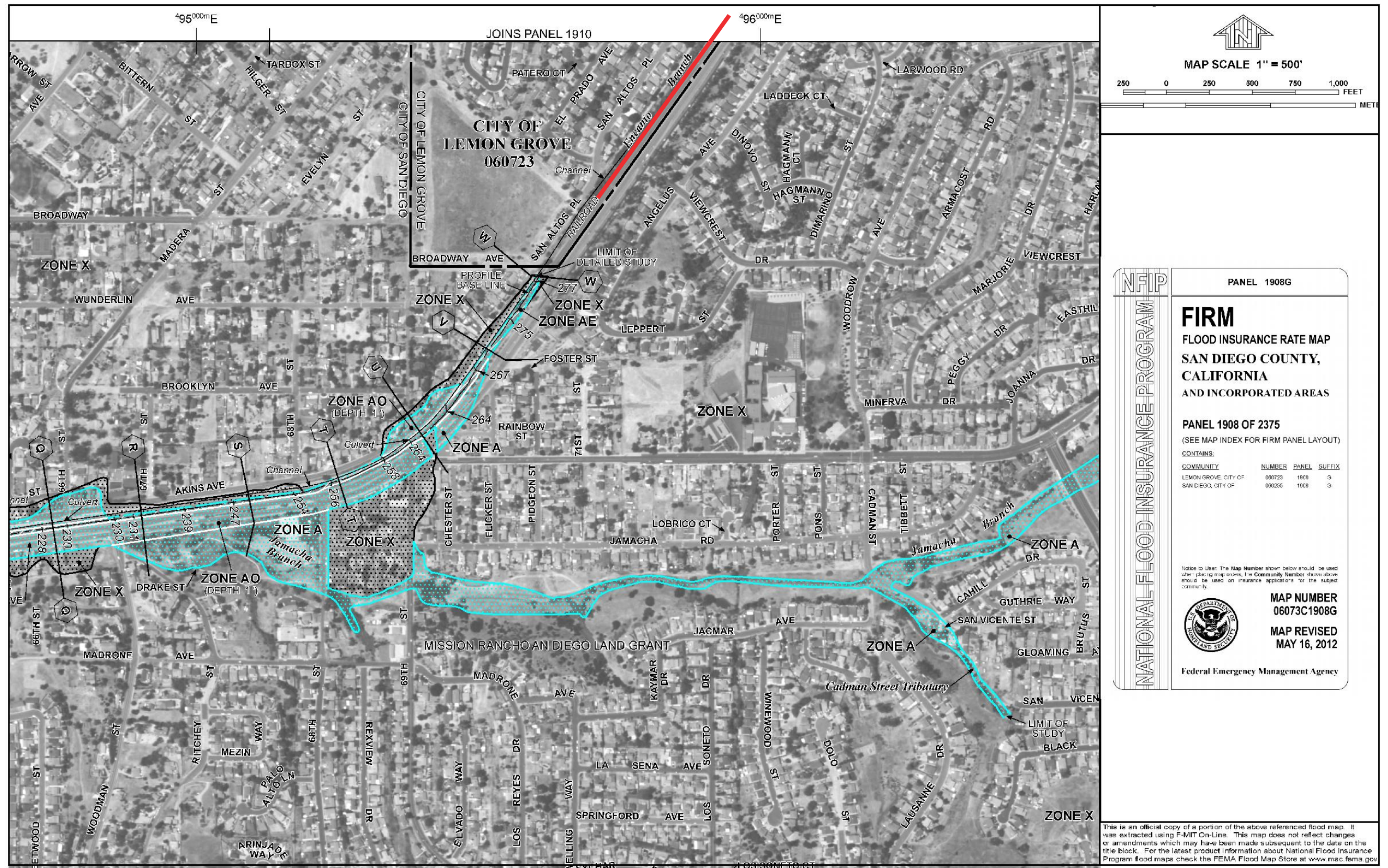
The drainage study concludes that the project will have minimal if any effects on the runoff levels, erosion levels, and flood hazards in the project area.

The SWQMP identifies potential pollutants that may be introduced from project elements and indicates Best Management Practices (BMPs) to be implemented by the project. Proposed biofiltration areas are shown on the Drainage Management Area (DMA) plans prepared by Michael Baker International (see following pages). They will function both to control pollutant levels and to control water flow levels.

For more information regarding hydrology and storm water quality see the complete preliminary drainage study and SWQMP prepared by Michael Baker International.



Currently water drains to an existing ditch and culvert system east of Main Street



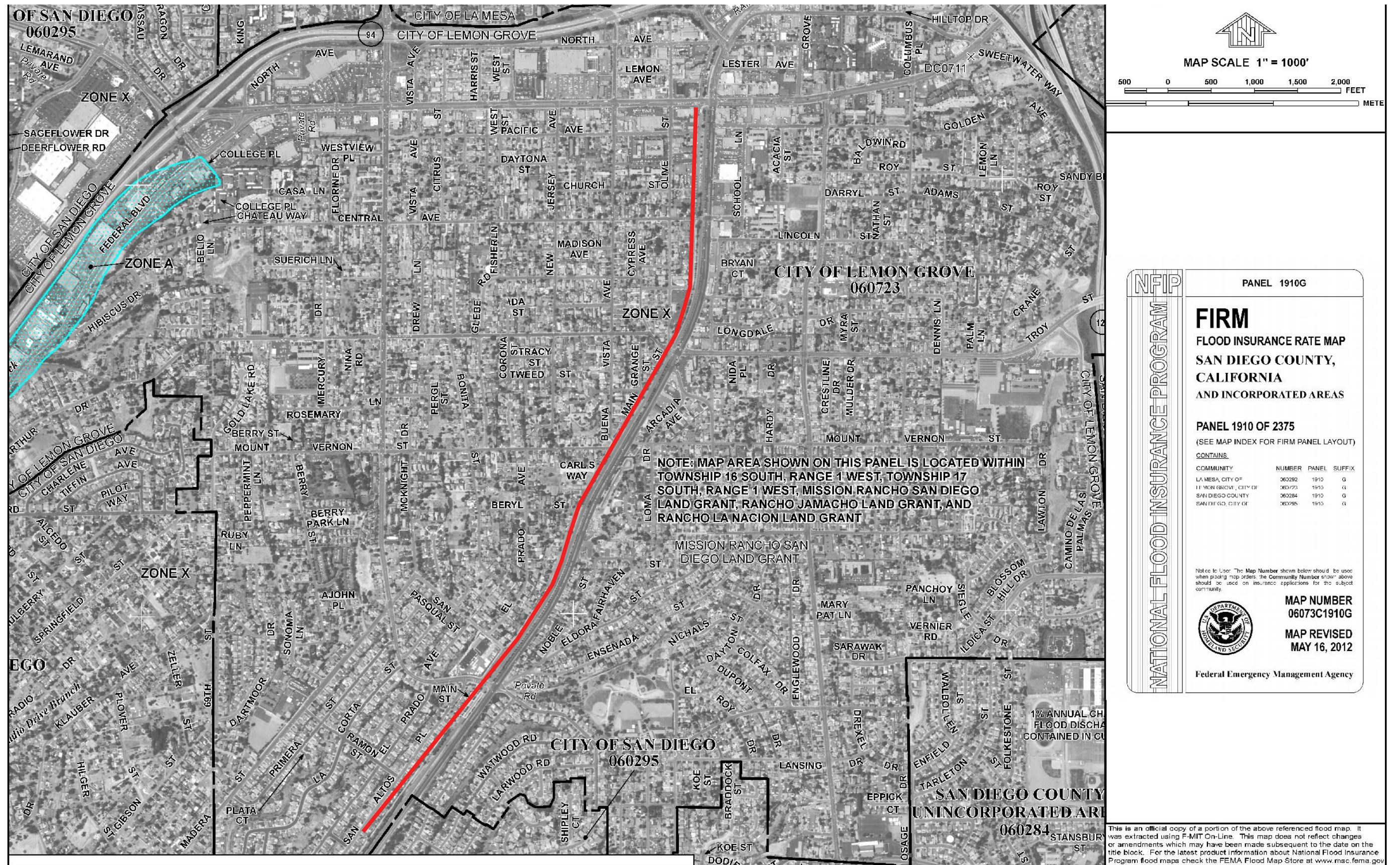


Figure 1-9: Flood Rate Insurance Map B
Shows northern portion of project area. Project corridor shown in red.

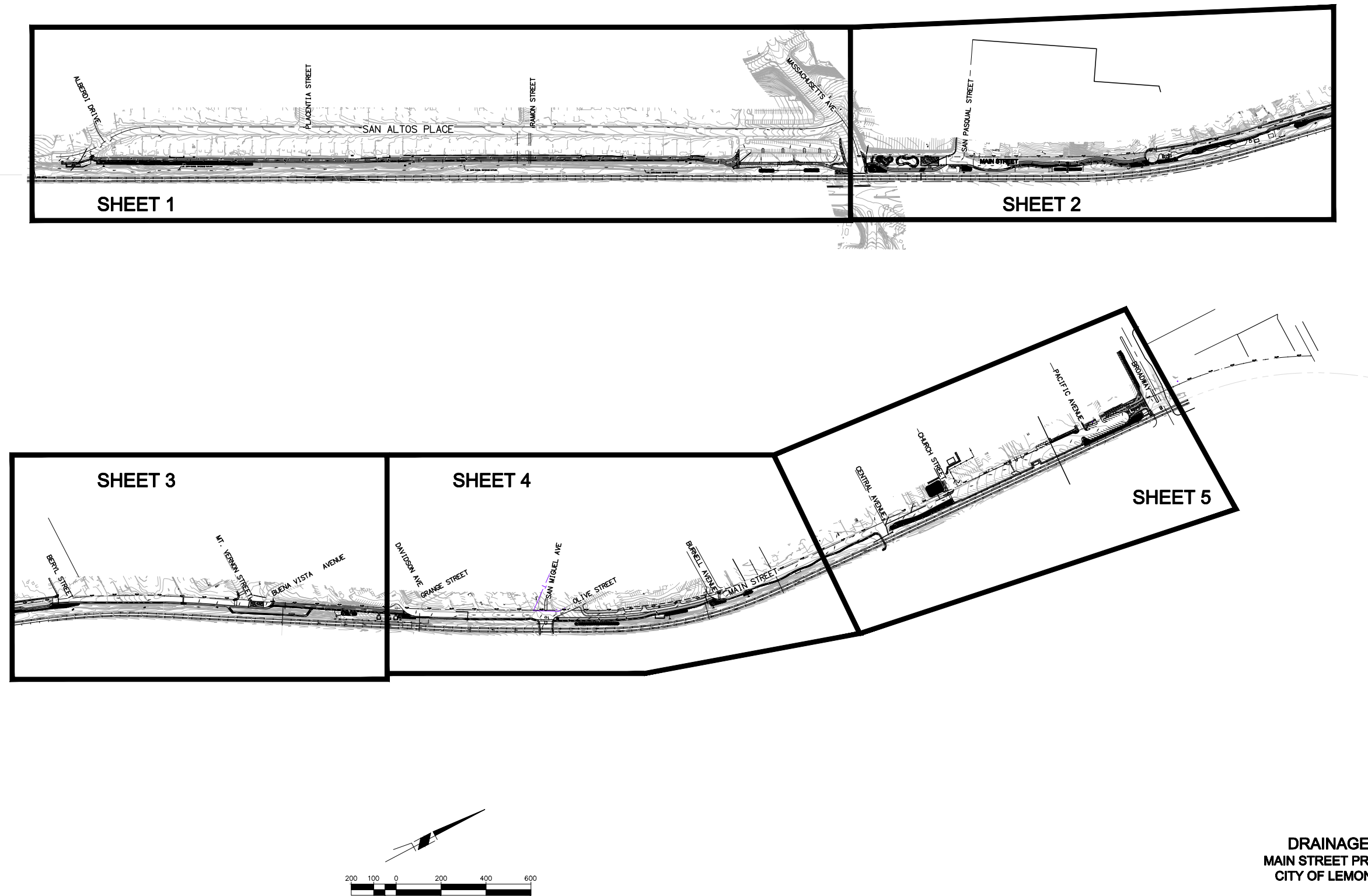


Figure 1-10: Drainage Management Area - Keymap

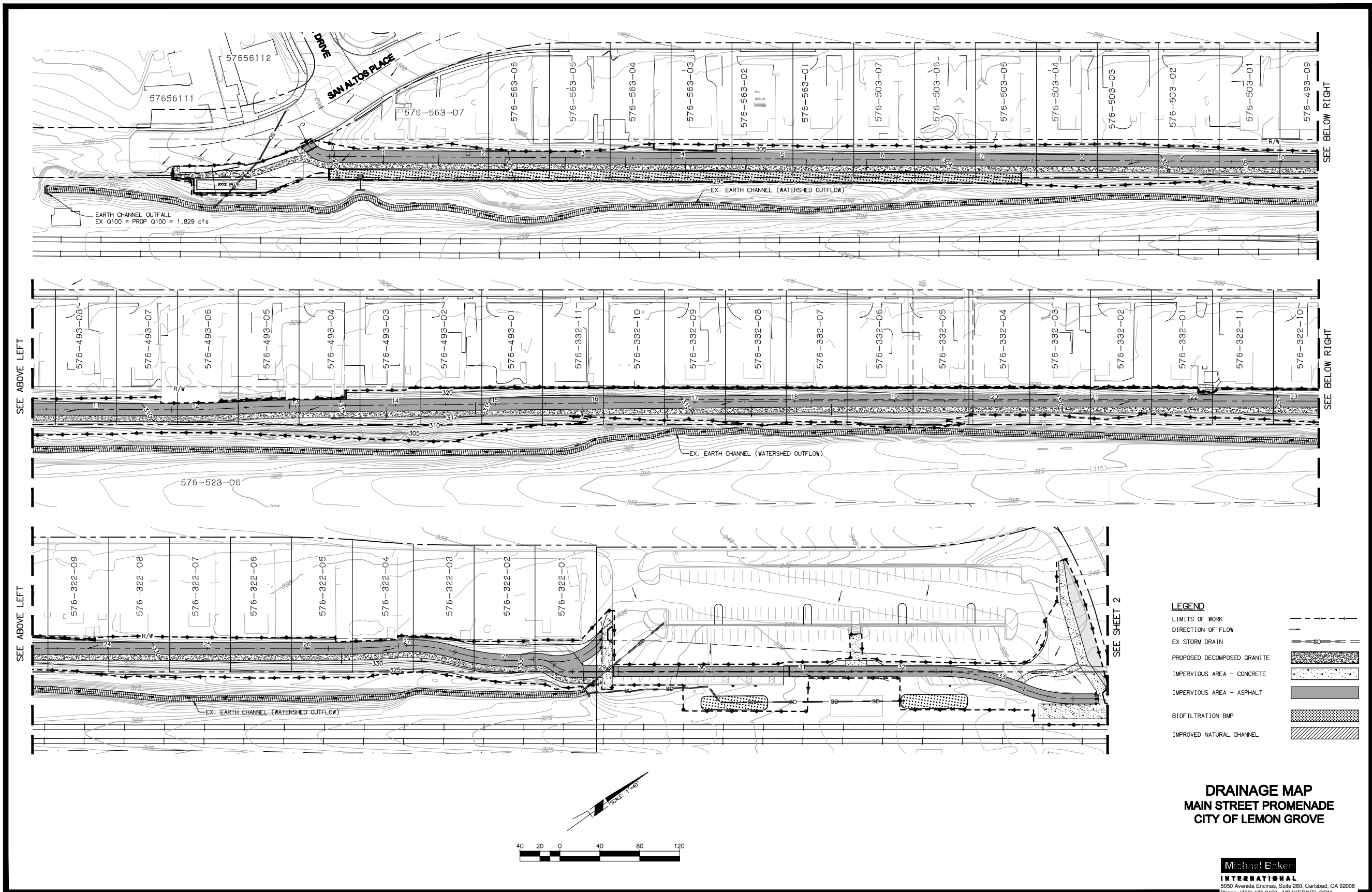
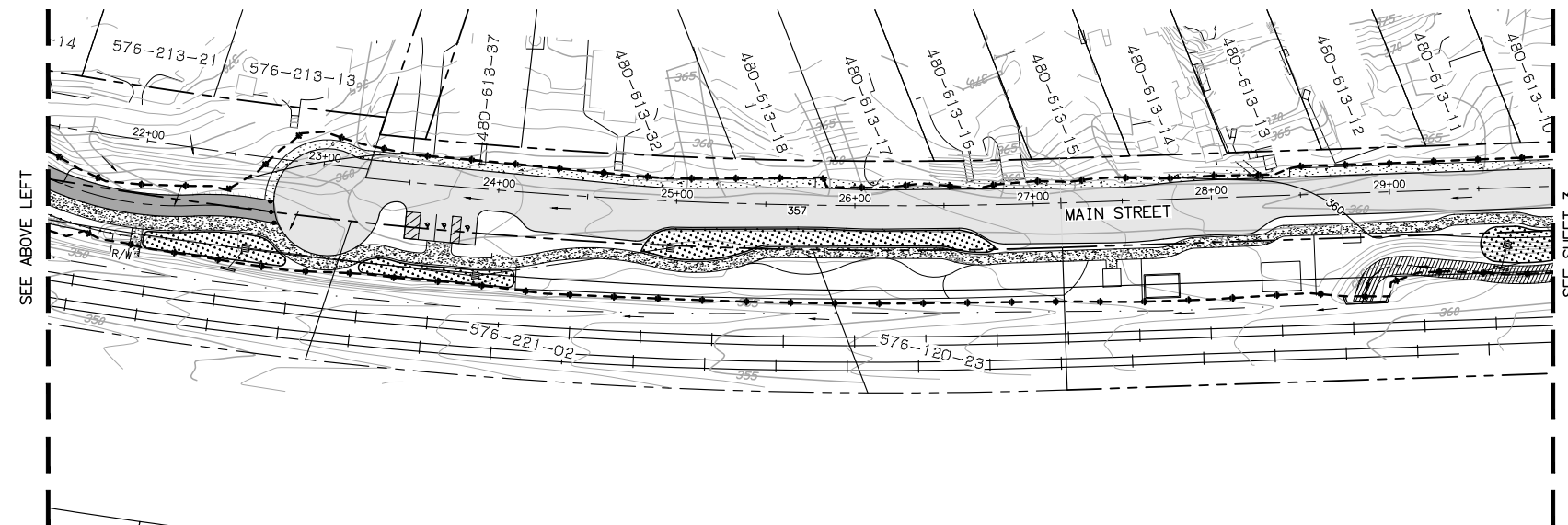
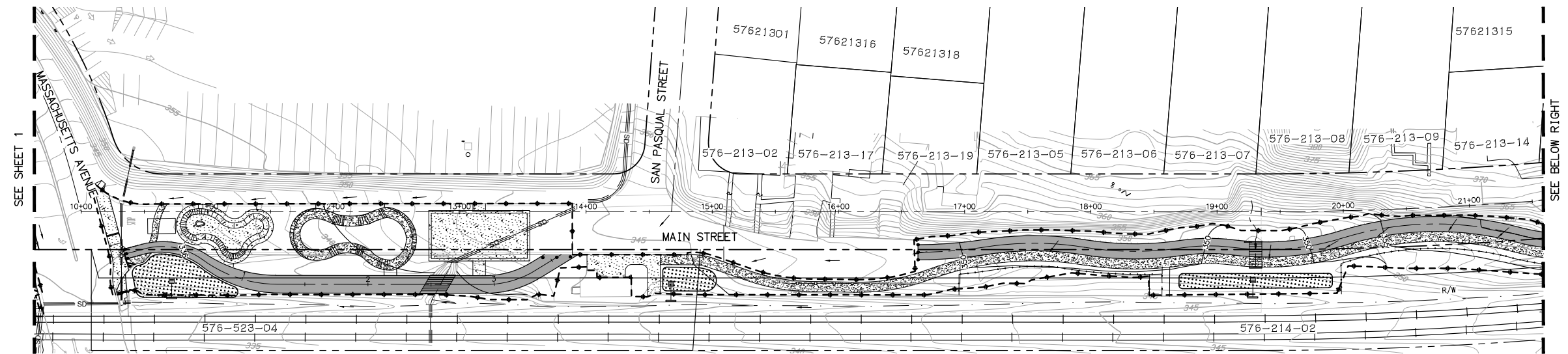


Figure 1-11: Drainage Management Area Map - Sheet 1

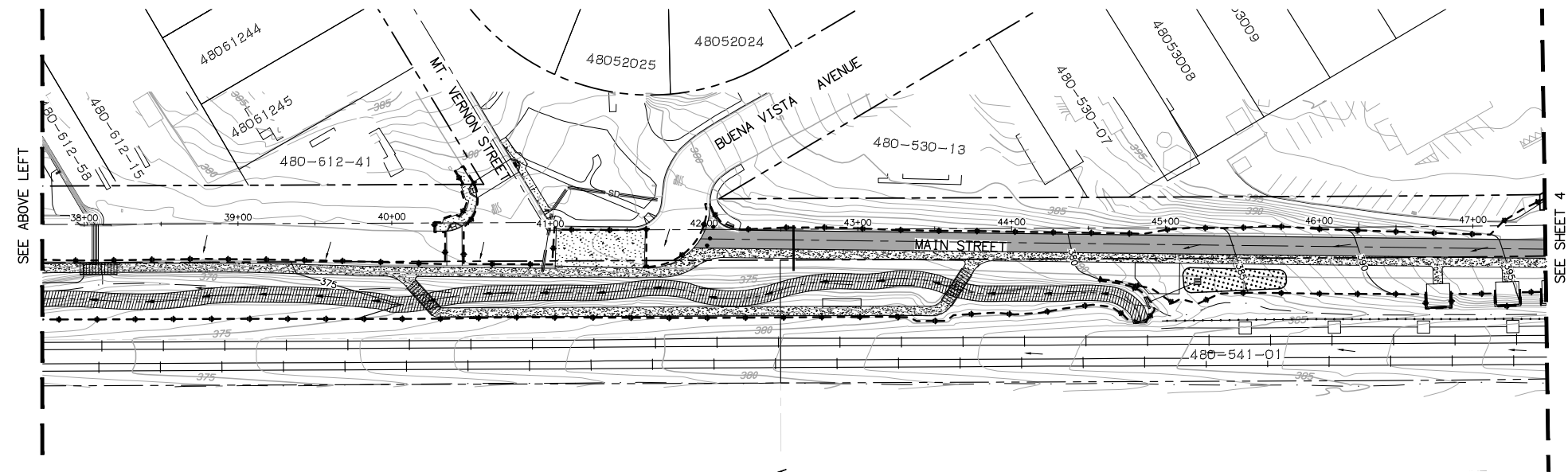
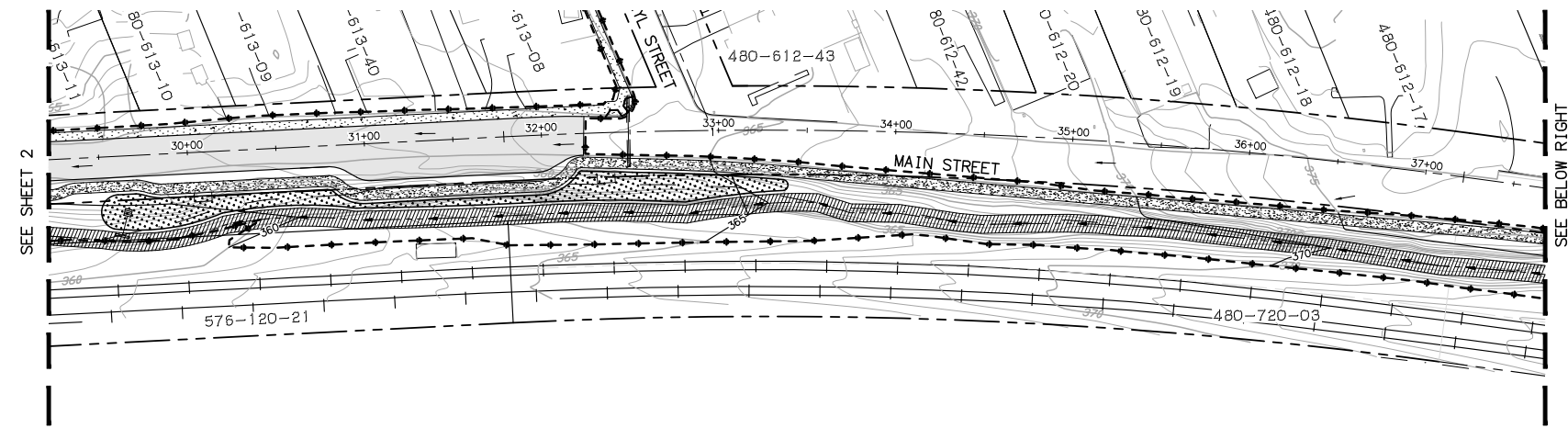


LEGEND	
LIMITS OF WORK	---+---+---
DIRECTION OF FLOW	→
EX STORM DRAIN	==SD==
PROPOSED DECOMPOSED GRANITE	[Stippled pattern]
IMPERVIOUS AREA - CONCRETE	[Dotted pattern]
IMPERVIOUS AREA - ASPHALT	[Solid grey]
BIOFILTRATION BMP	[Cross-hatched pattern]
IMPROVED NATURAL CHANNEL	[Diagonal hatched pattern]

**DRAINAGE MAP
MAIN STREET PROMENADE
CITY OF LEMON GROVE**

**Michael Baker
INTERNATIONAL**
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Figure 1-12: Drainage Management Area Map - Sheet 2



- LEGEND**
- LIMITS OF WORK
 - DIRECTION OF FLOW
 - EX STORM DRAIN
 - PROPOSED DECOMPOSED GRANITE
 - IMPERVIOUS AREA - CONCRETE
 - IMPERVIOUS AREA - ASPHALT
 - BIOFILTRATION BMP
 - IMPROVED NATURAL CHANNEL

**DRAINAGE MAP
MAIN STREET PROMENADE
CITY OF LEMON GROVE**

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Figure 1-13: Drainage Management Area Map - Sheet 3

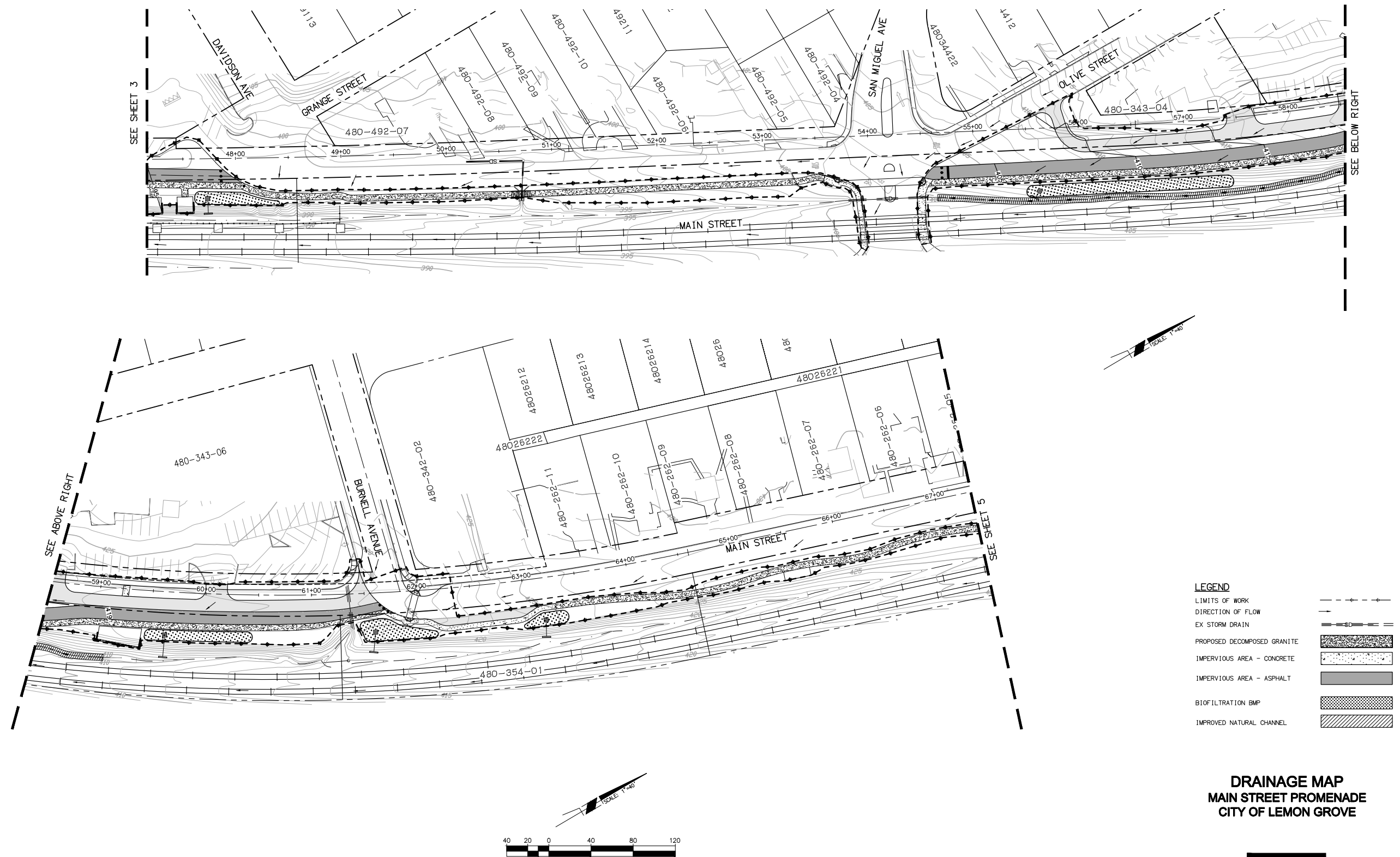


Figure 1-14: Drainage Management Area Map - Sheet 4

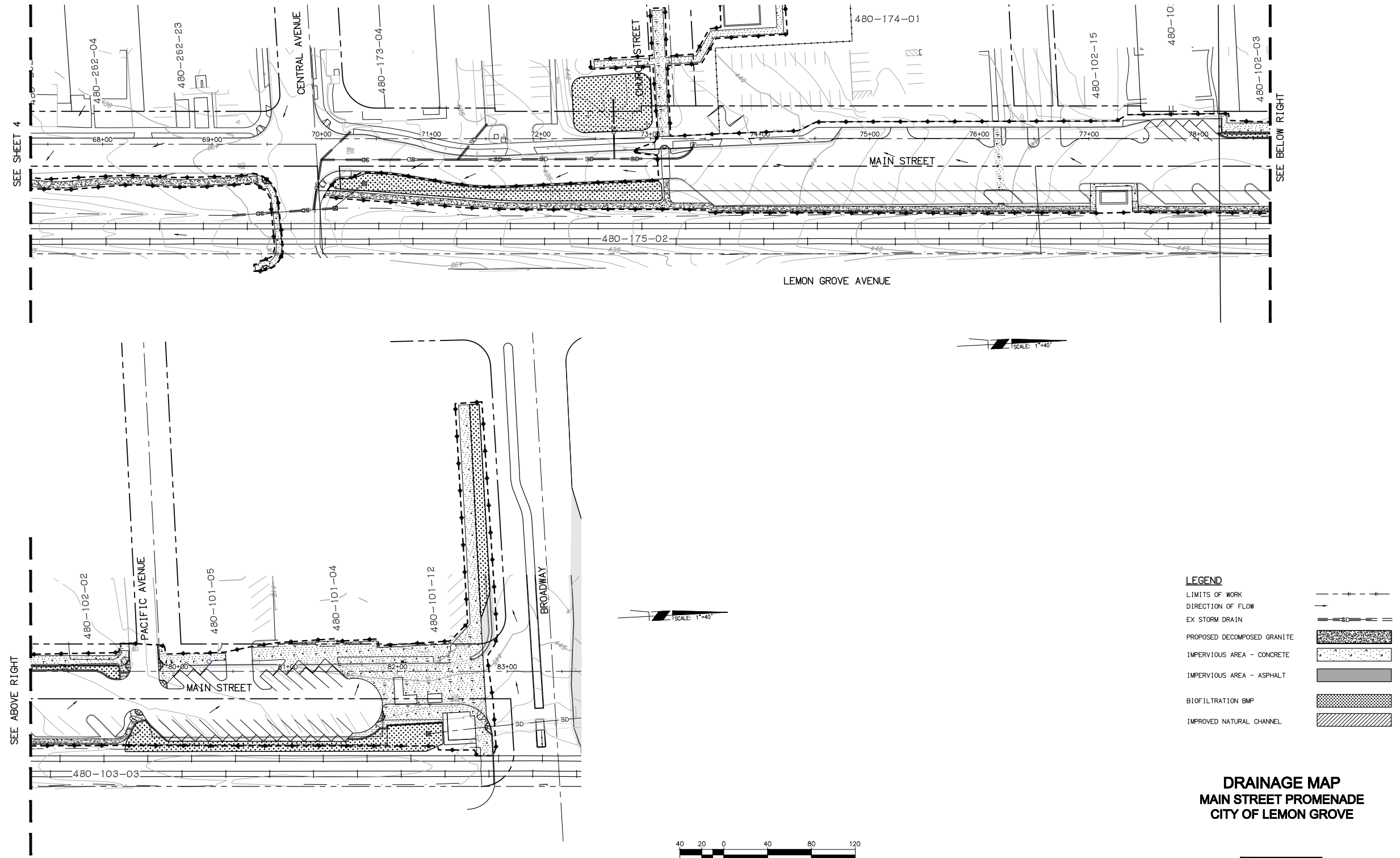


Figure 1-15: Drainage Management Area Map - Sheet 5

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1.3.5 Historical Use & Hazardous Materials



Railroad tracks at southern end of project area next to existing creek



Railroad tracks adjacent to the project area

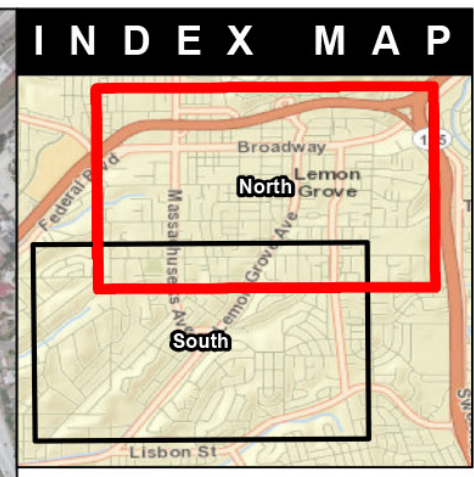
The focus of the Historical Use and Hazardous Materials report was to identify contaminants that might be encountered underground during the future construction of the Connect Main Street project.

The railroad tracks are listed as the only known source of hazardous materials in the project area. Because they were historically treated with herbicides for weed management and the railroad ties were treated with creosote for longevity, there is a high probability that some contaminants remain in the adjacent soils.

The report also found several potential areas of concern which are mapped in the diagrams on the following pages. Most of these areas are concentrated at commercial areas east of Lemon Grove Avenue such as the U-Haul Moving Center and the Arco gas station on Lemon Grove Avenue. Of the potential areas of concern the one located at Massachusetts station is closest to the project corridor. Previously a Circle K gasoline station, this site may have leached some hazardous materials into the surrounding soil and groundwater.

In light of the study's findings of 1 known, 8 potential, and 6 nearby areas of concern in the project vicinity, the report recommends that the soil in the railroad right of way be sampled and tested for contaminants and that further analysis of other potential areas of concern be conducted in future phases of the Connect Main Street project.

See the full Historical Use & Hazardous Materials report prepared by Rincon Consultants for more information.



- Legend**
- Project Location
 - Railroad Tracks
 - Potential Area of Concern
 - Nearby Area of Concern

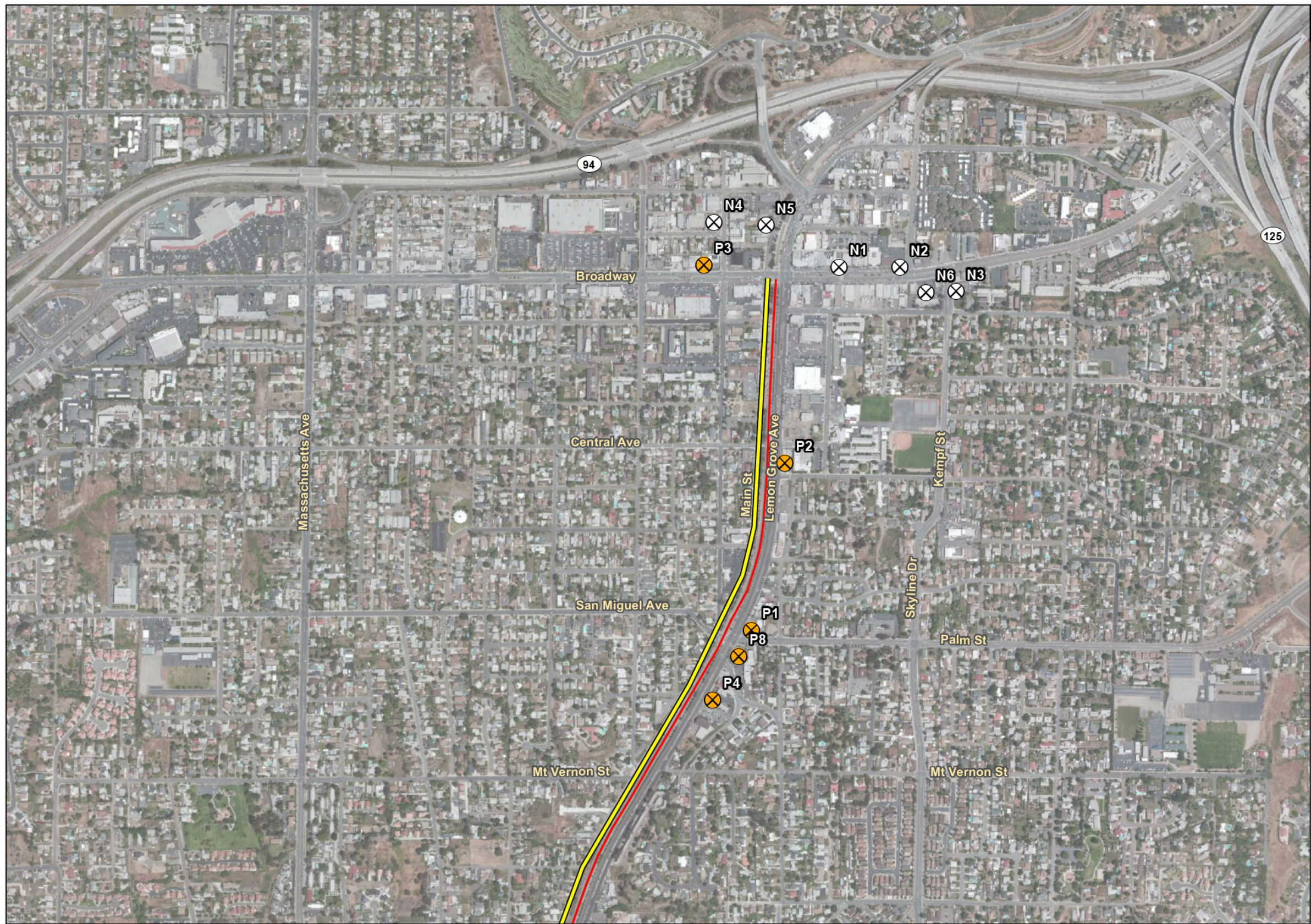
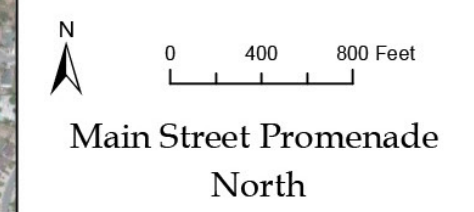


Figure 1-16: Hazardous Material Map - North



Figure 1-17: Hazardous Material Map - South

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1.3.6 Existing Mobility Conditions

The traffic study analyzed the existing conditions and the impacts that would be associated with the proposed project improvements. The Connect Main Street project proposes the closure of Main Street at the Broadway and Main Street intersection, between Davidson Avenue and Buena Vista Avenue, and between San Pasqual Street and Massachusetts Avenue. Additionally the project proposes the realignment of Main Street between Burnell Avenue and Olive Street and its conversion to a one-way southbound street in this segment. Other modifications proposed by the project include improved crosswalk connections, the designation of portions of Main Street as a bike boulevard, and the addition of a multi-use and DG trail running parallel to Main Street.

The study focused on nine key intersections, Main Street/Broadway, Lemon Grove Avenue/Broadway, Main Street/Central Avenue, Lemon Grove Avenue/Central Avenue, Main Street/San Miguel, Lemon Grove Avenue/San Miguel & Palm Street, San Altos Place/Massachusetts Avenue, Main Street/Massachusetts Avenue, and Lemon Grove Avenue/Massachusetts Avenue/Canton Drive/Eldora Street (See graphic on this page). For each intersection existing and proposed lane geometry were analyzed, and existing and projected peak hourly volumes were considered (see graphics on following pages). The examination of the nine intersections revealed that no significant impacts to the intersections during peak AM and PM hours would occur as a result of the Connect Main Street project.

A parking study was also conducted as a part of the traffic analysis. It indicated a slight reduction in parking spaces in some areas, but the reductions were not anticipated to have any significant impact on the availability of parking since the areas affected currently have an excess of parking spaces.

The study concluded that with the addition of bike and pedestrian facilities, the project would be an overall plus for the community. For further information about the traffic analysis consult the full traffic impact analysis report prepared by Michael Baker International.

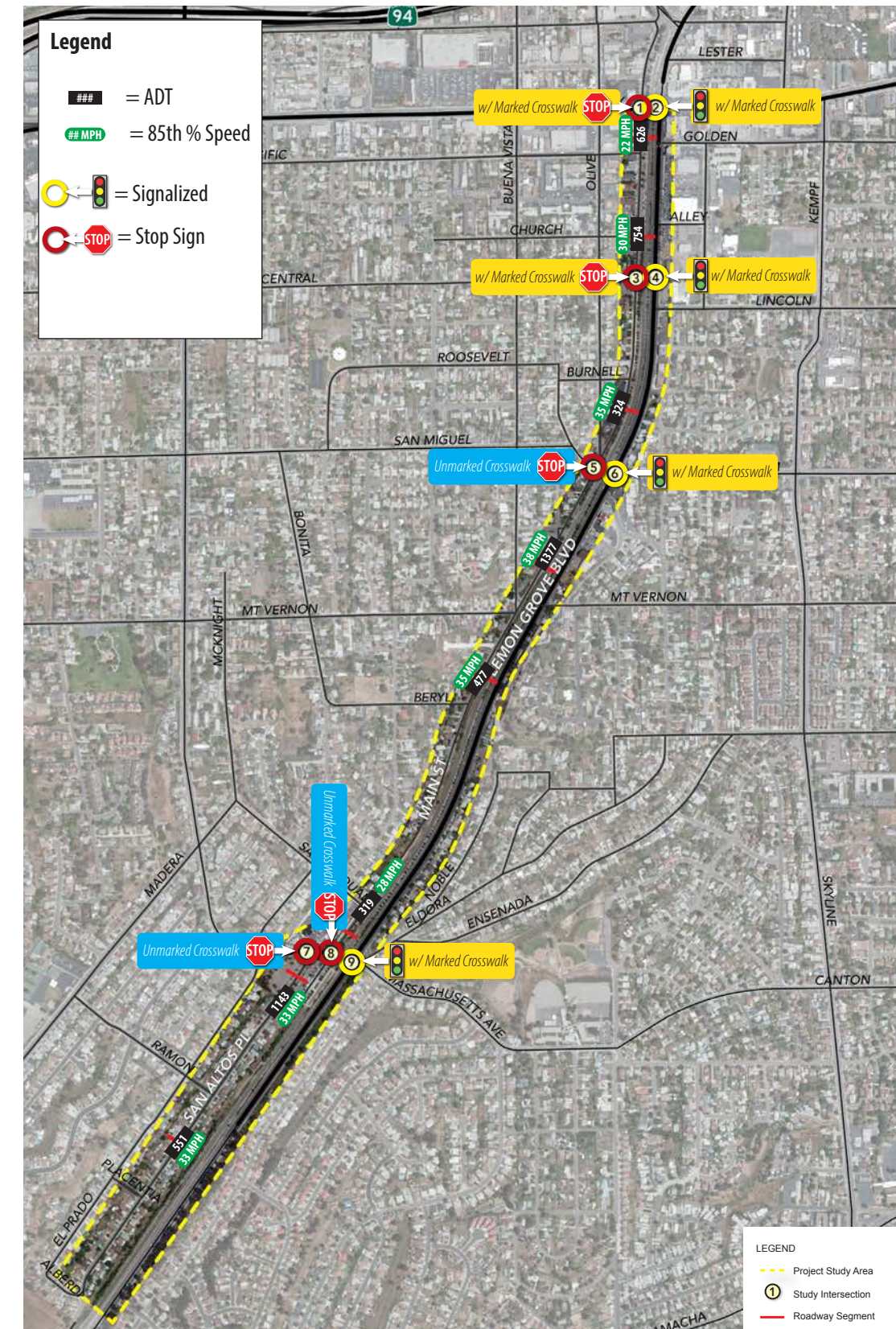
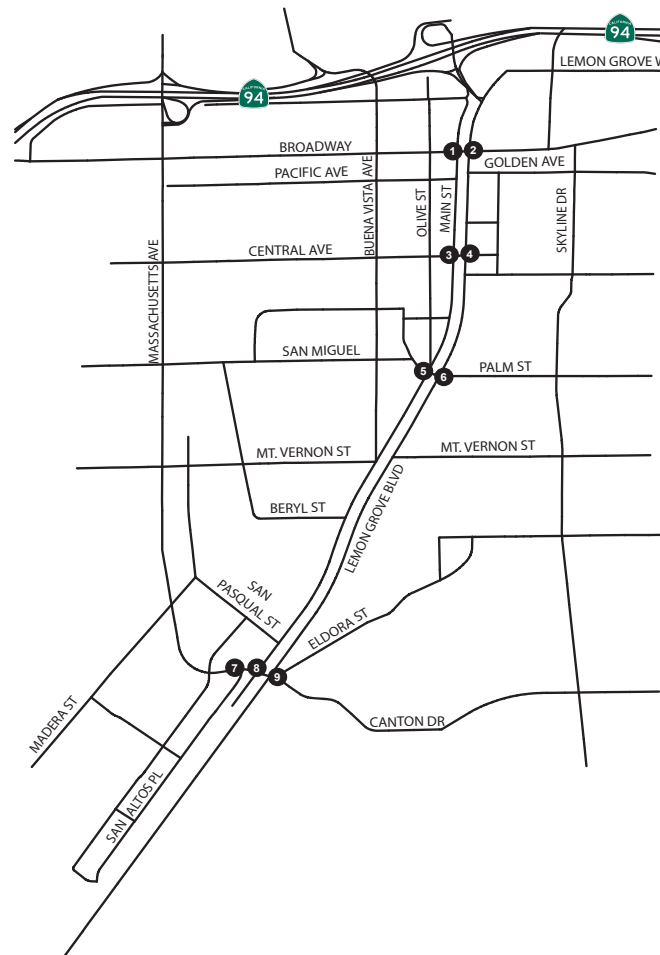
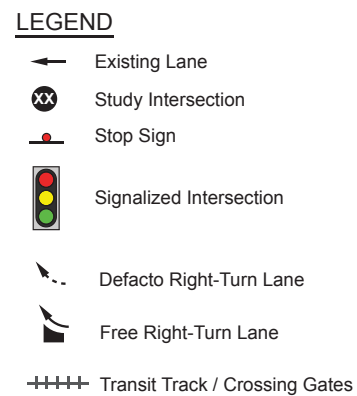
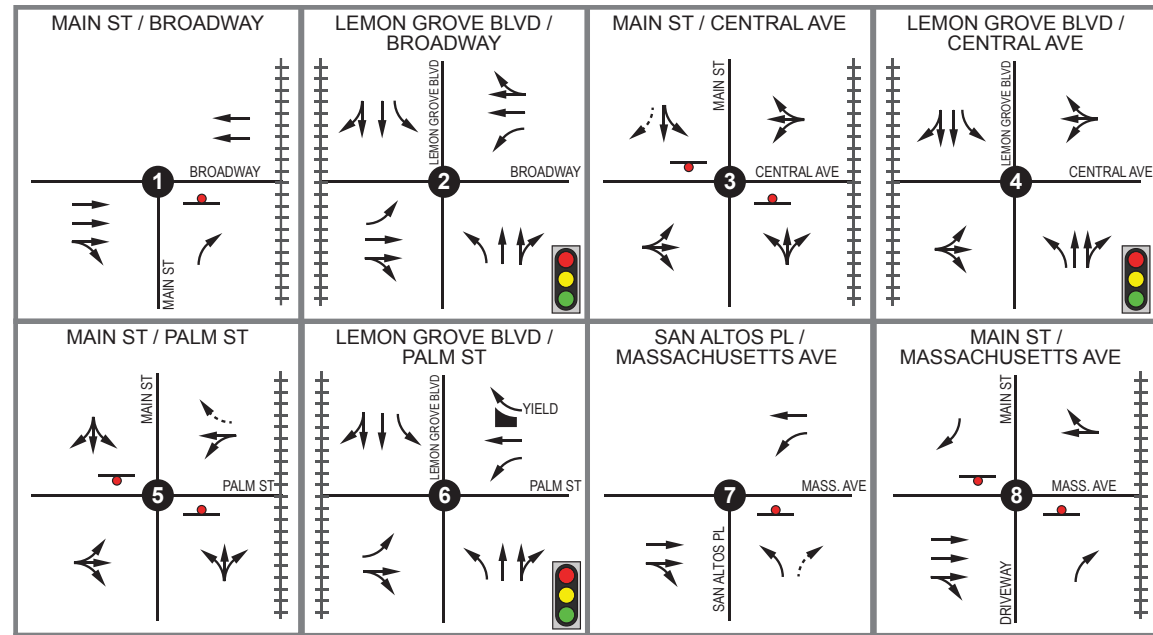
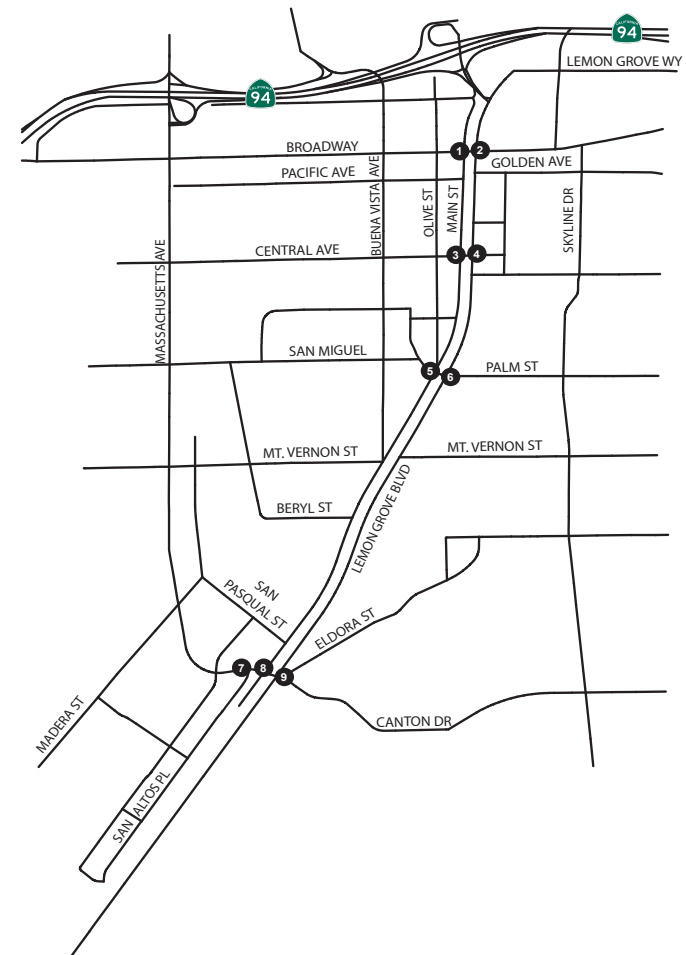
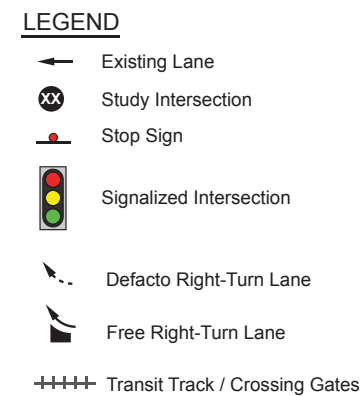
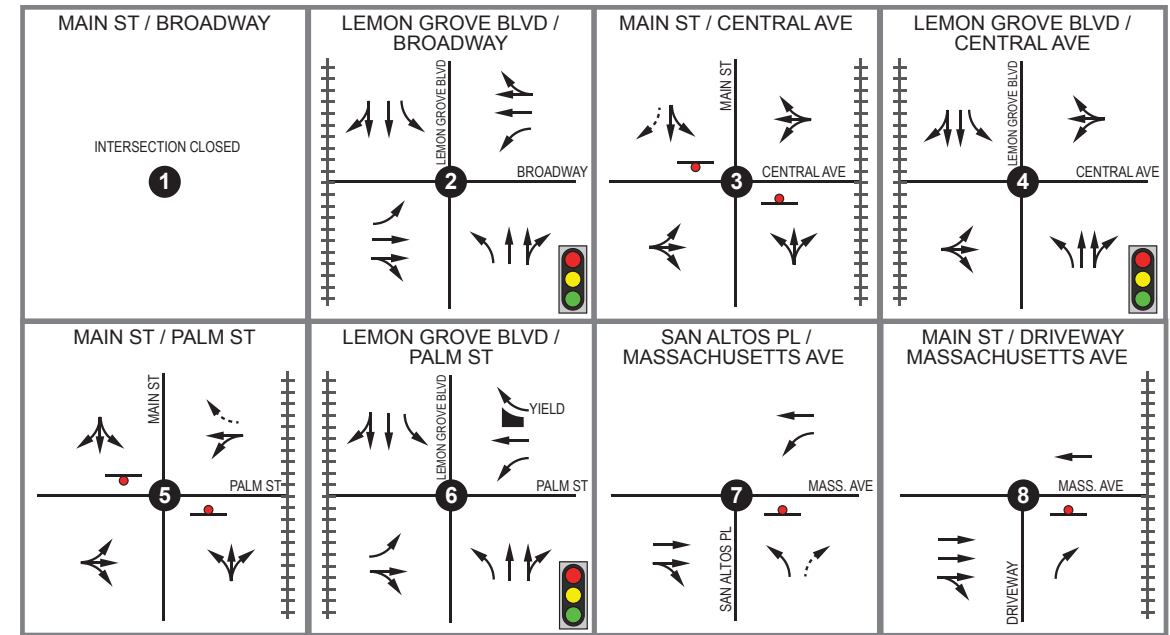


Figure 1-18: Traffic Conditions
Diagram indicates the nine study intersections



Existing Intersection Lane Geometry



With Project Intersection Lane Geometry

Michael Baker

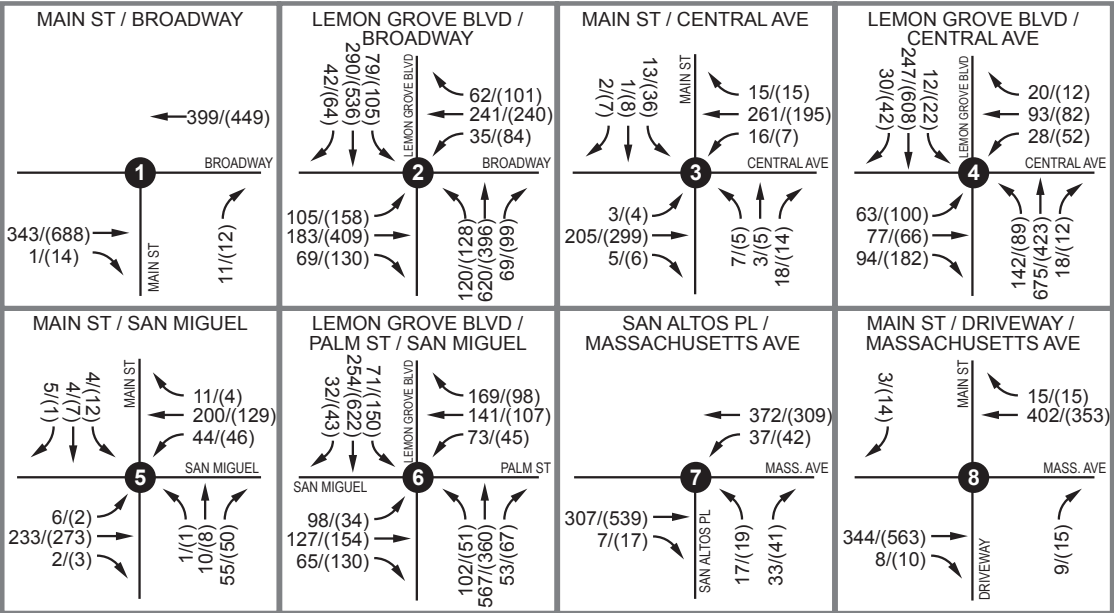
INTERNATIONAL JN 140259 February 2016

Figure 1-19: Traffic & Roadway Diagram A

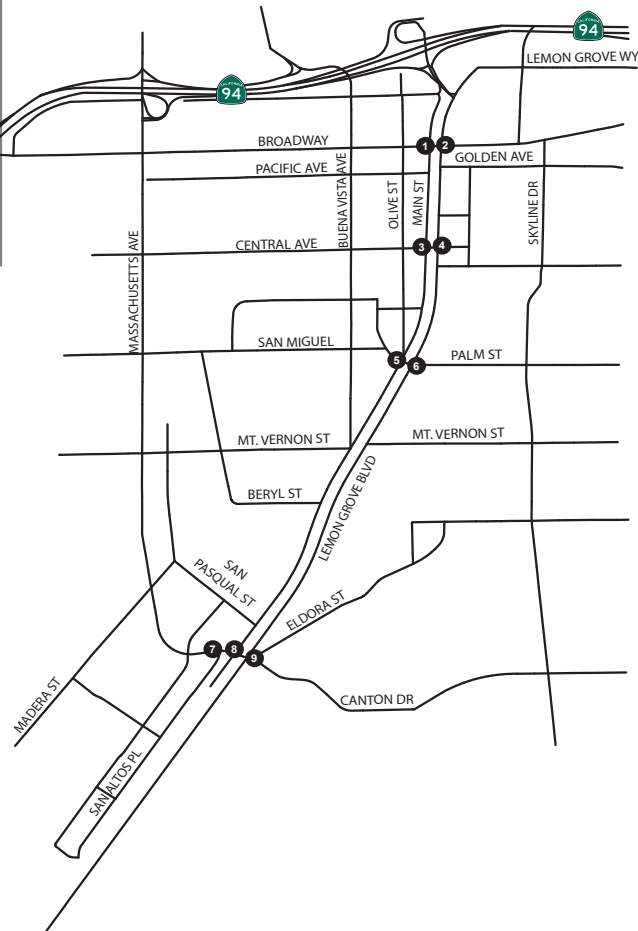
Michael Baker

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Figure 1-20: Traffic & Roadway Diagram B



LEGEND
XX/(XX) AM/(PM) Peak Hour Intersection Volumes
● Study Intersection

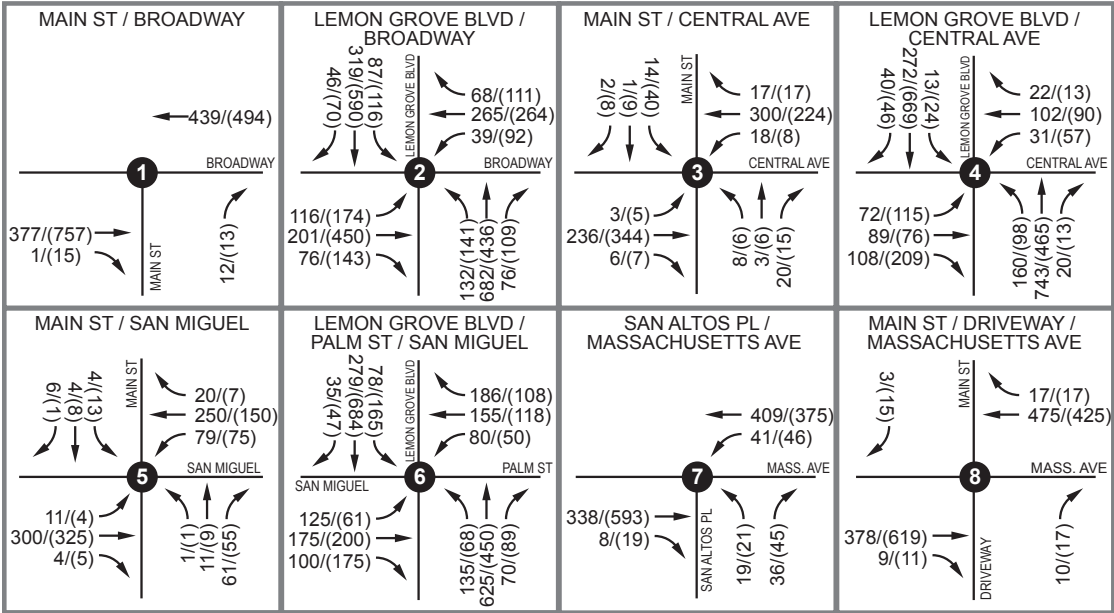


Michael Baker

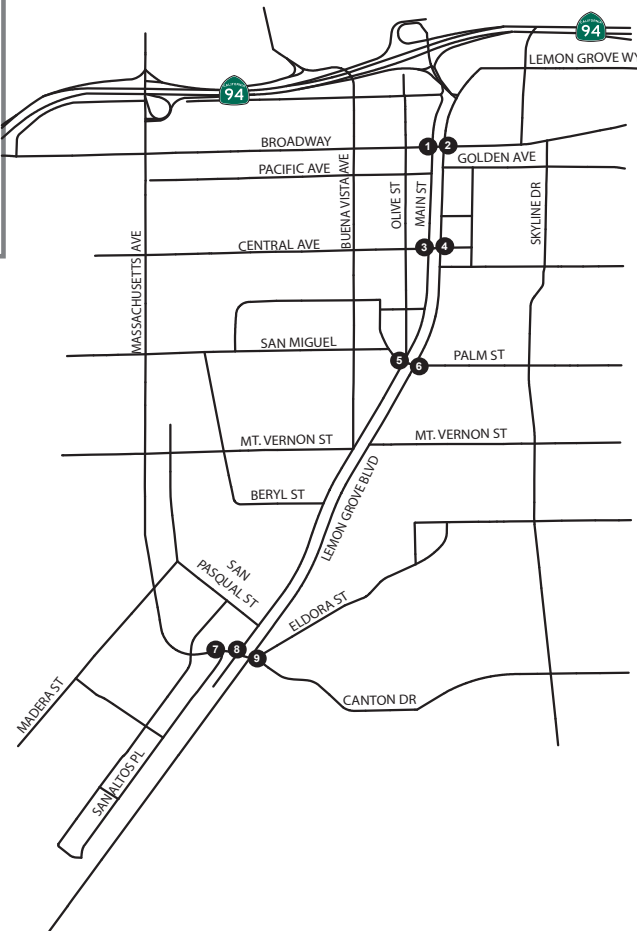
INTERNATIONAL JN 140259 February 2016

Existing Peak Hour Intersection Volumes

Figure 1-21: Traffic & Roadway Diagram C



LEGEND
XX/(XX) AM/(PM) Peak Hour Intersection Volumes
● Study Intersection

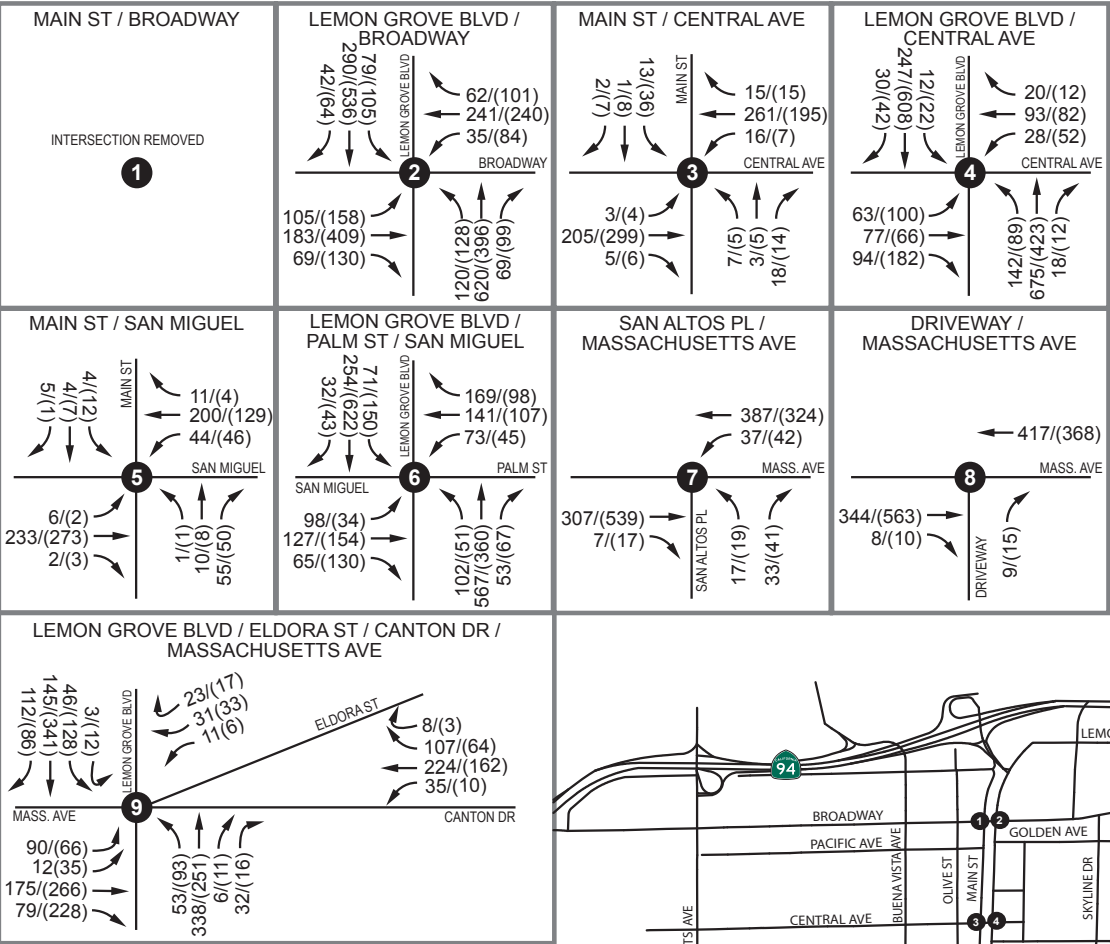


Michael Baker

INTERNATIONAL JN 140259 February 2016

Future Year 2035 Peak Hour Intersection Volumes

Figure 1-22: Traffic & Roadway Diagram D



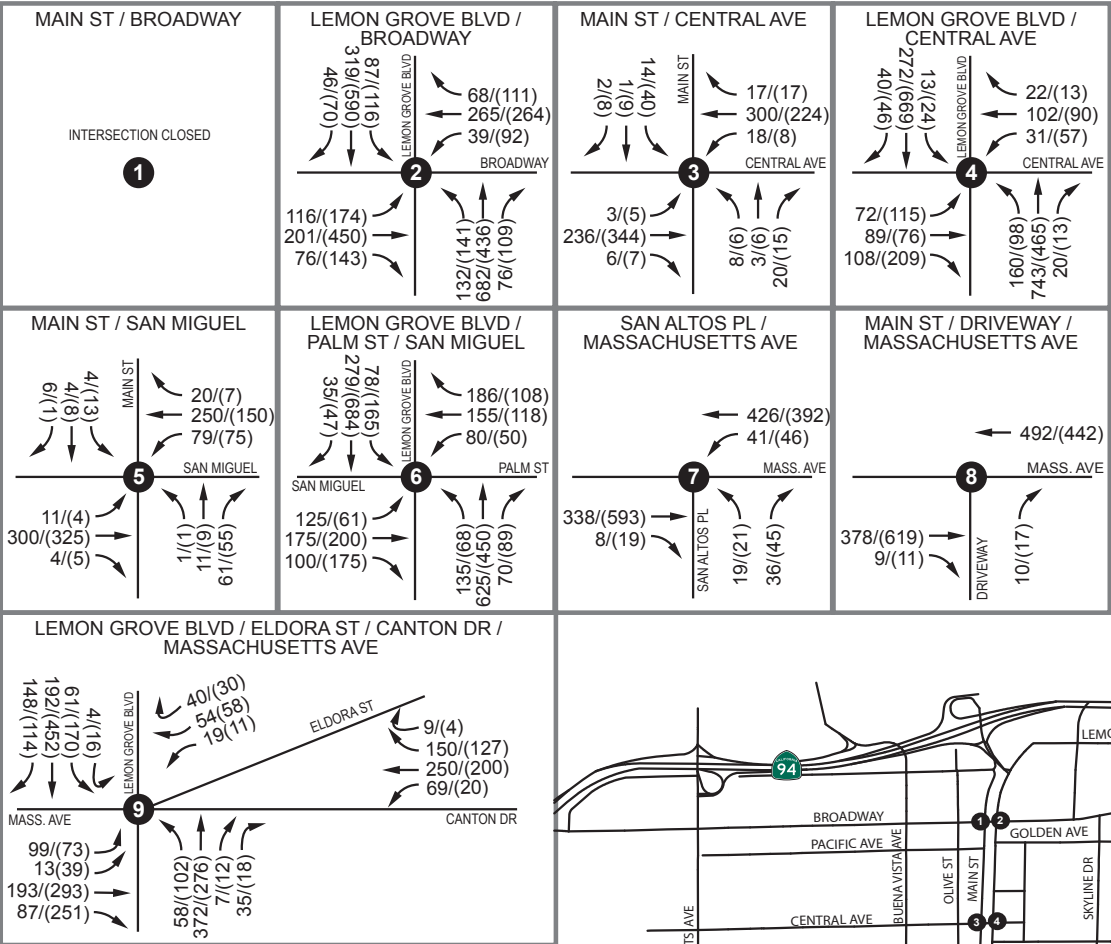
LEGEND
XX/(XX) AM/(PM) Peak Hour Intersection Volumes
● Study Intersection



Not to Scale

Michael Baker Existing With Project Peak Hour Intersection Volumes
INTERNATIONAL JN 140259 February 2016

Figure 1-23: Traffic & Roadway Diagram E



LEGEND
XX/(XX) AM/(PM) Peak Hour Intersection Volumes
● Study Intersection



Not to Scale

Michael Baker Future Year 2035 With Project Peak Hour Intersection Volumes
INTERNATIONAL JN 140259 February 2016

Figure 1-24: Traffic & Roadway Diagram F

1 | Project Introduction

1.3.7 Existing Bike & Pedestrian Conditions

The following section includes several graphics produced to study the existing bicycle and pedestrian circulation conditions in Lemon Grove.

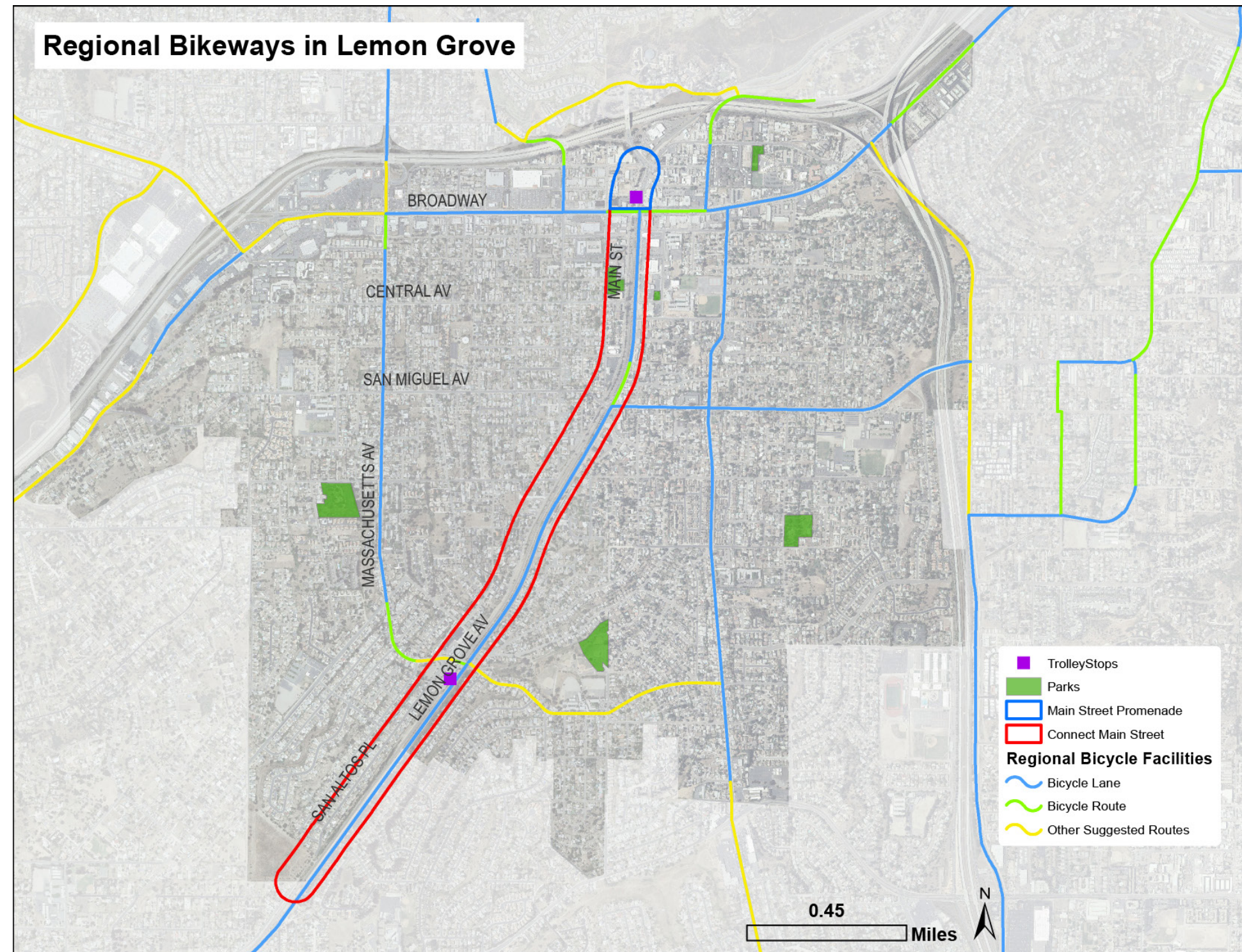


Figure 1-25: Regional Bikeways In Lemon Grove

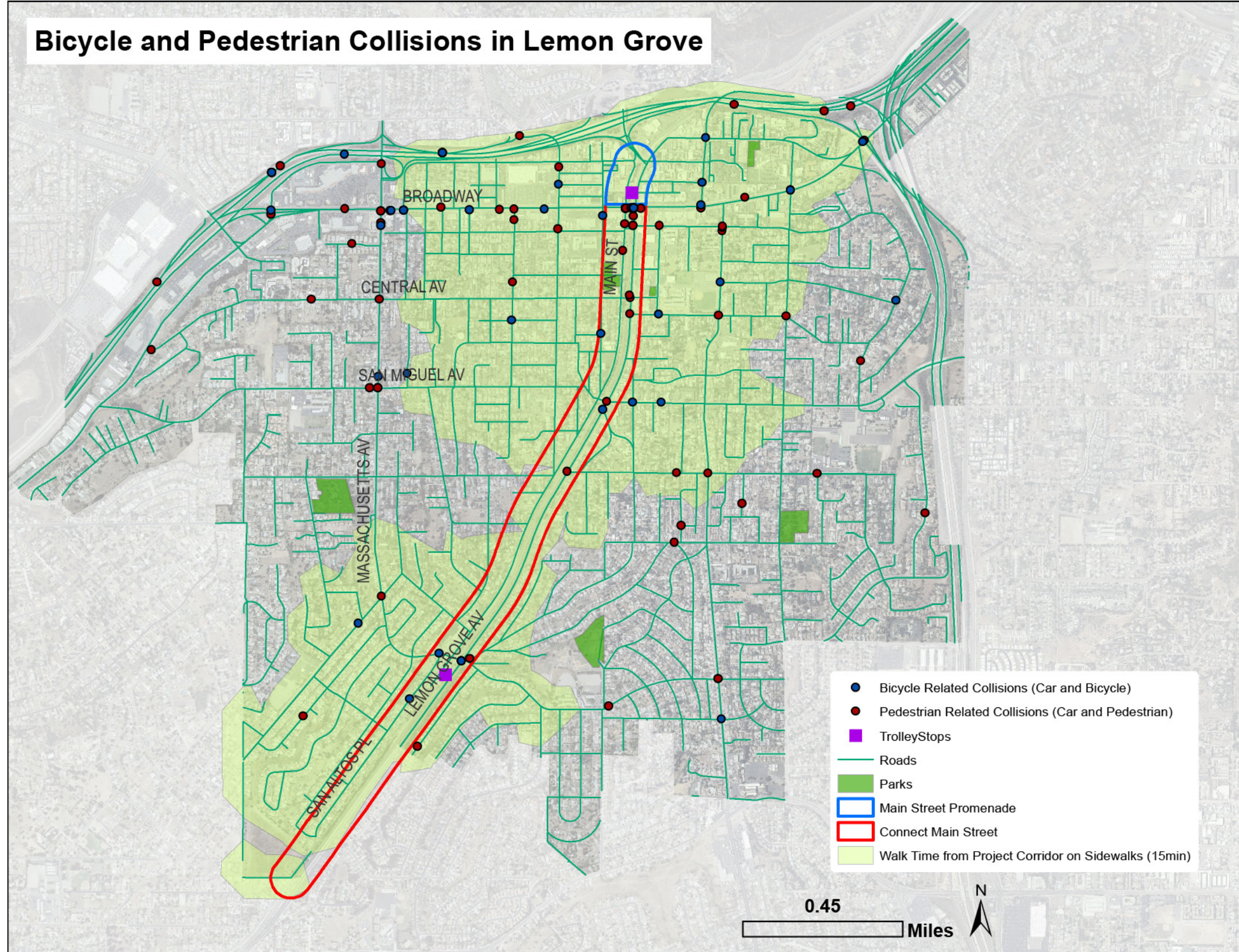


Figure 1-26: Bicycle & Pedestrian Collisions In Lemon Grove

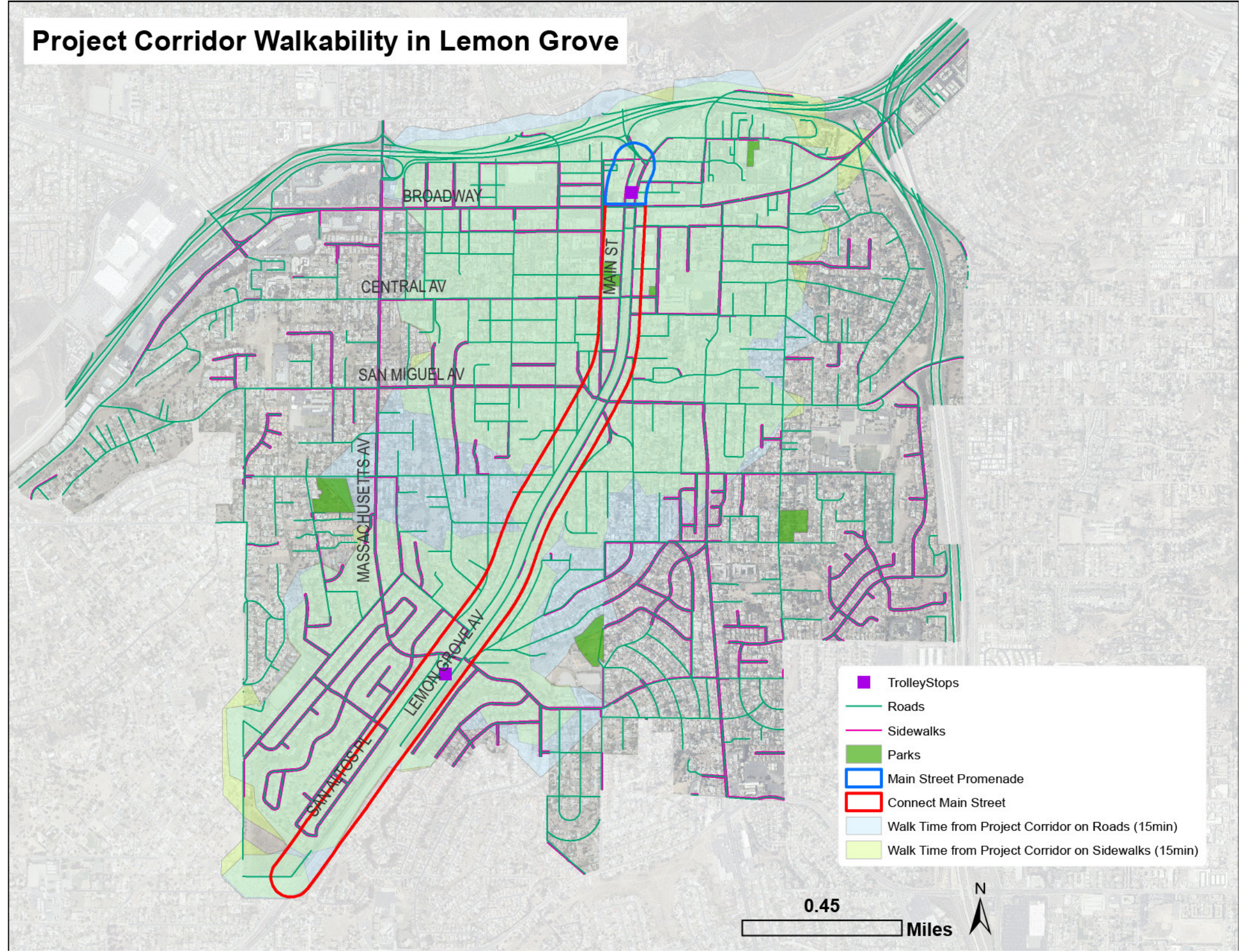


Figure 1-27: Project Corridor Walkability In Lemon Grove

1 | Project Introduction

1.4 Grant Requirement Summary

When the City of Lemon Grove applied for the smart growth SANDAG grant that funded the preliminary design stages of the Connect Main Street project, it identified a number of objectives, goals, and performances that the project would strive to achieve. SANDAG will use these to evaluate the project's success in the future. In effect these statements of intent were used as a guide for the Connect Main Street project to follow. See below for a summary of these project requirements.

Grant Objectives & Goals

1. Provide a travel way for pedestrians and bicyclists spanning the length of the city connecting the residential neighborhoods in the central and southern areas of the City with the Massachusetts's and the Lemon Grove Trolley Stations and commercial/civic core of the City.
2. Improve internal mobility. Provide a boost to "quality of life" by providing a recreational amenity with close proximity to significant portions of the residential areas of Lemon Grove with a multitude of destination choices.
3. Create a multi-modal, multi-use public facility. Expand on the Promenade concept by developing efficient, comfortable and fun urban spaces using existing infrastructure and spaces that support the transportation network. These spaces are to be integrated into the existing urban fabric establishing a sense of place, providing a destination and activity centers for users, adjacent residents and the general public.
4. Encourage transit, pedestrian and bicycle trips. Create a vehicular separated, pedestrian and bicycle oriented, street-lit travel way.
5. Create the ability for residents and commuters to safely walk, run, bicycle, exercise, and play uninterrupted by vehicles, barriers, and other impediments.
6. Support existing transit infrastructure by creating a non-vehicular travel way that connects the village/civic core with the residential neighborhoods.
7. Create and/or enhance "Sense of Place" - Use features such as aesthetically pleasing public places, identifiable landmarks and focal points, and human elements that nurture and imprint the sense of place.
8. Reduce the existing open space and park deficit to provide the current population and future generations with improved physical, psychological, and social health
9. Provide youth development and positive alternatives for at risk youth; sustainable social cohesion and economic vitality.
10. Create linear parks that provide the opportunity to create informal meeting, 'play for fun', and 'just do nothing' areas through introduction of green space, seating, play or recreational equipment, lighting, and activity.
11. Provide an open space amenity to attract future quality development in the Smart Growth areas that are linked by this facility.
12. Provide opportunities for social gathering spaces and recreational activities.
13. Improve the visual edge along the existing transit corridor.
14. Assess drainage infrastructure and improve water quality.
15. Reduce greenhouse gas emissions by attracting non-motorized travel over vehicle trips.

1.5 Grant Fulfillment

The proposed project design drawings for the Connect Main Street project have met or exceeded the grant requirements summarized on the opposite page as shown below.

1. Provide a travel way for pedestrians and bicyclists spanning the length of the city connecting the residential neighborhoods in the central and southern areas of the City with the Massachusetts's and the Lemon Grove Trolley Stations and commercial/civic core of the City.

Project Fulfillment: The design drawings propose a bicycle and pedestrian path system extending from the southern city border to the City's civic core and Broadway.

2. Improve internal mobility. Provide a boost to "quality of life" by providing a recreational amenity with close proximity to significant portions of the residential areas of Lemon Grove with a multitude of destination choices.

Project Fulfillment: A variety of park and recreational spaces are provided at regular intervals along the proposed bicycle and pedestrian path system creating multiple destinations. These amenities are provided in close proximity to residential areas, particularly in the project segment between Massachusetts Ave. and Mt. Vernon St.

3. Create a multi-modal, multi-use public facility. Expand on the Promenade concept by developing efficient, comfortable and fun urban spaces using existing infrastructure and spaces that support the transportation network. These spaces are to be integrated into the existing urban fabric establishing a sense of place, providing a destination and activity centers for users, adjacent residents and the general public.

Project Fulfillment: The proposed path system provides both a DG path for pedestrians, and a multi-use asphalt surface for bicyclists and other wheel-based users. The theming of the project corridor extends the design theming of the Promenade and establishes a harmonious continuum of elements that support a sense of place or identity and create destination and activity centers accessible to residents and the public.

4. Encourage transit, pedestrian and bicycle trips. Create a vehicular separated, pedestrian and bicycle oriented, street-lit travel way.

Project Fulfillment: Transit, pedestrian, and bicycle trips are encouraged through the DG and asphalt path systems and the improvements to the Massachusetts trolley station shown in the design drawings. Vehicular, pedestrian, and bicycle traffic are given separate travel-ways except where precluded by the available width of the project corridor.

5. Create the ability for residents and commuters to safely walk, run, bicycle, exercise, and play uninterrupted by vehicles, barriers, and other impediments.

Project Fulfillment: The project supports the optimal alignment of pedestrian and bicycle path systems, allowing for smooth, safe travel and flow. Improvements to the project corridor include crossing improvements at all major intersections, bollards, median refuges and other features that would enhance safety for pedestrians and cyclists.

6. Support existing transit infrastructure by creating a non-vehicular travel way that connects the village/civic core with the residential neighborhoods.

Project Fulfillment: The proposed bicycle and pedestrian path system improves the connection from surrounding residential areas to Lemon Grove's two trolley stations.

7. Create and/or enhance "Sense of Place" - Use features such as aesthetically pleasing public places, identifiable landmarks and focal points, and human elements that nurture and imprint the sense of place.

Project Fulfillment: The design indicates several key interpretive and plaza spaces which will add aesthetic value to the community. Landmarks, focal points, and gateways are used throughout the project.

8. Reduce the existing open space and park deficit to provide the current population and future generations with improved physical, psychological, and social health

Project Fulfillment: The design creates multiple park spaces by closing street segments where workable and appropriate. These parks will reduce Lemon Grove's existing park deficit.

9. Provide youth development and positive alternatives for at risk youth; sustainable social cohesion and economic vitality.

Project Fulfillment: Multiple exercise and play opportunities for youth are provided throughout the project providing skating, climbing, balancing, and other active alternatives.

10. Create linear parks that provide the opportunity to create informal meeting, 'play for fun', and 'just do nothing' areas through introduction of green space, seating, play or recreational equipment, lighting, and activity.

Project Fulfillment: Multiple parks providing seating, informal meeting places, green space, lighting, recreational equipment, and "do nothing areas" are proposed.

11. Provide an open space amenity to attract future quality development in the Smart Growth areas that are linked by this facility.

Project Fulfillment: The proposed park spaces will provide the desired open space.

12. Provide opportunities for social gathering spaces and recreational activities.

Project Fulfillment: Social gathering spaces and recreational opportunities of various types are provided along the project corridor.

13. Improve the visual edge along the existing transit corridor.

Project Fulfillment: New trees, shrub, and groundcover plantings proposed will improve the visual edge of the project corridor as well as new street, path, and fencing treatments shown.

14. Assess drainage infrastructure and improve water quality.

Project Fulfillment: The project proposes a restoration of the creek channel and the addition of multiple bioswales. These features would improve existing water quality and infrastructure.

15. Reduce greenhouse gas emissions by attracting non-motorized travel over vehicle trips.

Project Fulfillment: By making non-motorized travel easier and safer through a continuous separated pathway system, the project would promote the reduction of vehicular trips.

2 | Working Group Input

2.1 Group Members

GROUP DESCRIPTION & PURPOSE

The working group for the Connect Main Street project acted as a technical advisory committee, consulting with the design team and providing valuable feedback and input at way-points throughout the process. The varying backgrounds and expertise of the working group members was invaluable in providing coherent and representative feedback about the project from active Lemon Grove citizens.



Marie Venable

Lemon Grove resident for 15 years. Lives near the project area, close to Lemon Grove Ave. and Canton Dr. An engineering technician with San Diego County Public Works Department.

"I really want to be part of this group because I'm very community based. Lemon Grove residents really deserve this. I'm an active person. I like to run, walk, and bike. I really want it to be safe. I want to be able to leave my house, run to Starbucks, and run back. When you're active you want to have nice places to run and be. I leave my city to go other places. I want other people to come to our city to work out and be active."



Richard Cortopassi

Lemon Grove resident for 20 years. Safety Assistant in the City of San Diego.

"I enjoy walking. I've walked all over Lemon Grove. I use the corridor for walking and running. Not that it's an eyesore; it's an unused area that could be enhanced. My main concern is safety, especially the safety of those that are going to be using it."



Helen Ofield

Resident of Lemon Grove since Christmas Day in 1981. Active with the Lemon Grove Historical Society and in the community for the last 17 years.

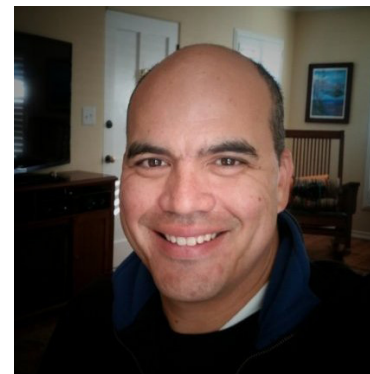
"I'm caught up on the history of Lemon Grove. It is an exemplar, in many ways, of a town that grew into a little city. I would love to see the city get a grip on its modern persona. It's a small city. The working axes of the city are Main Street and Lemon Grove Ave (formerly Imperial). How do you meet the challenge of connecting the southern end of Lemon Grove to midtown? These are big design challenges. I'm concerned with two buildings along the corridor - Bakery Building and MacGregor House. It was a great thrill it was to work on phase one. It was a big statement."



Roberta Cronquist

Lemon Grove resident. Lives in subdivision near Massachusetts Ave. trolley station. Also an engineer at Rick Engineering.

"I'm interested in how Lemon Grove is changing and evolving. And I want to be sure that it goes in the right direction, from my perspective. I'm also interested because of my proximity to the project. I can see that it can be an asset to my family and I"



James Davis

Resident for 3.5 years. Lives about 3 blocks from Lemon Grove Ave. and Central Ave. Member of the Lemon Grove Oversight Board and Lemon Grove Resident Leadership Academy.

"We moved to Lemon Grove and bought our first house here. We saw an incredible amount of potential in this little city that is neither here or there. It's such a small place. A lot of the times it gets mixed up with southeast San Diego or Spring Valley. My wife and I are kind of urbanists. We would have preferred to live near Balboa Park. I have friends who blog. I was sitting listening to them and realized that this place is a gold mine. We have a lot of things that we can make come to light. If we highlight and make available to people some of the ideas. It's a no brainer to me. And the health aspect. I was in a group before that promoted healthy living. This project will help promote health and business in the long run."

2.2 Meeting Input

A short summary of the working group topics and input is provided below. For a full record of the working group meetings see Appendix A.

MEETING 1 ~ 4/17/14

- Working group members were introduced to the project team and given an overview of the Connect Main Street project
- KTU+A presented a description and initial analysis of the project corridor
- Vision statement, goals & objectives, and constraints & opportunities were discussed

MEETING 2 ~ 5/29/14

- Working group discussed projects similar to the Connect Main Street project that could provide inspiration and ideas
- KTU+A presented six maps, a zoning map, general plan land use map, bike and pedestrian collision map, walkability map, housing density map, and bikeway facility map

MEETING 3 ~ 6/26/14

- KTU+A described materials prepared for the first public workshop, and demonstrated how the community members would move through and participate in the workshop
- Crowdbrite explained the online and digital tools that would be used in the workshop to track comments and encourage community input

MEETING 4 ~ 7/31/14

- The first workshop was discussed along with the comments received from the community
- Crowdbrite went over polling responses coming out of the workshop
- KTU+A presented a refined vision statement and refined goals modified per the working group's comments

MEETING 5 ~ 11/4/14

- KTU+A reviewed project progress including the development of three project alternatives and meetings with project stakeholders
- The city discussed community parking concerns
- Public input on the three project alternatives was discussed

MEETING 6 ~ 3/12/15

- KTU+A presented design concept for the project corridor
- Working group members discussed the design treatments for the north, central, and southern portions of the corridor

MEETING 7 ~ 7/20/15

- KTU+A presented refined concept drawings for the project
- Working group reviewed concept design treatments

3 | Workshop One

3.1 Community Input Summary

The first workshop was well attended with over 40 community members present and more adding comments on the project website. Roughly 40% of the attendees were concerned business owners and employees from the businesses surrounding the intersection of Lemon Grove Avenue and Broadway. The remainder of the attendees lived in Lemon Grove with approximately 40% of these living within close proximity of the project corridor, and the rest coming from various locations throughout the city (see graphic on opposing page).

The workshop divided the project into three segments on which to comment, the south--San Altos Pl. to Massachusetts Ave., Central--Massachusetts Ave. to San Miguel, and northern--San Miguel to Broadway sections. Each participant was given the chance to offer their perception of the issues and opportunities presented by each segment and to leave their comments on the workshop boards. For scans of the workshop boards and all workshop and community input material, see Appendix B.

South Segment

KEY ISSUES IDENTIFIED

- Safety, security, and lighting is a big concern in this portion of the project corridor because any proposed trail would run directly adjacent to a series of homes along San Altos Place and because homeless populations currently occupy the creek that runs between these homes and the railroad tracks.
- Several comments addressed the need to cleanup, trim, and remove vegetation in the creek area which is currently overgrown with invasive Washingtonia palms and other species. These comments also relate to the homeless issue in the creek area in that better visibility is desired.

KEY OPPORTUNITIES IDENTIFIED

- Participants indicated an interest in making this portion of the project an exercise oriented space with running, exercise, and dog related features included.
- Although seen as a potential security concern, the workshop attendees also noted that the dense tree cover Lemon Grove Avenue and the homes along San Altos Place created a lush feeling that could be enhanced through cleanup efforts and the replanting and revitalization of the existing seasonal creek-bed area.

Central Segment

KEY ISSUES IDENTIFIED

- Lighting and safety were also concerns in this segment due to homeless activity in the area and the proximity of the trail to residential developments. Notably, comments related to public welfare for this segment also highlighted the potential for excessive noise from trail and park spaces and the current dumping problem in the drainage ditch adjacent to Main St. Ongoing maintenance of any proposed amenities and the provision of trash receptacles were priorities for community members.
- The workshop participants also voiced the need for better pedestrian and bike path systems in this section in several comments. They mentioned that pedestrians along Main St. currently walk in the street, that there is a need for a continuous sidewalk system, and that there is a desire for safe bike lanes separated from the street by a barrier of some kind.

KEY OPPORTUNITIES IDENTIFIED

- Community comments for this segment emphasized the desire for edible landscape and garden features, new shade trees, low-water use plantings, and a natural restoration of the creek area.
- A strong comment pattern emerged for exercise and recreational trails both soft surface and paved to accommodate all kinds of pedestrians, cyclists, skaters, etc. Other active use amenities were suggested including dog facilities for those walking dogs, play spaces for kids, water fountains, pedestrian bridges over the creek, and seating and resting areas.
- Participants noted that this segment offered the most width and potential for adding larger points of interest such as play spaces, a dog park, and par-course stations.

North Segment

KEY ISSUES IDENTIFIED

- The biggest concern for this segment was that parking and access to the existing businesses be preserved and enhanced. Improvements to the existing sidewalks and maintenance of the existing paving was suggested.
- Numerous comments were also made about the poor functioning of the intersection at Broadway and Lemon Grove Ave. Crossing and signal timing modifications were proposed that would improve pedestrian prioritization and safety in crossing Broadway.

KEY OPPORTUNITIES IDENTIFIED

- Civic Center Park was identified as a potential future center for art and performance related programming. Participants suggested that a portion of the existing police parking lot be reclaimed as parkland.
- Community members noted that the angled parking on Main St. north of Central could be removed and replaced with on-street or parallel parking to make room for the trail system.

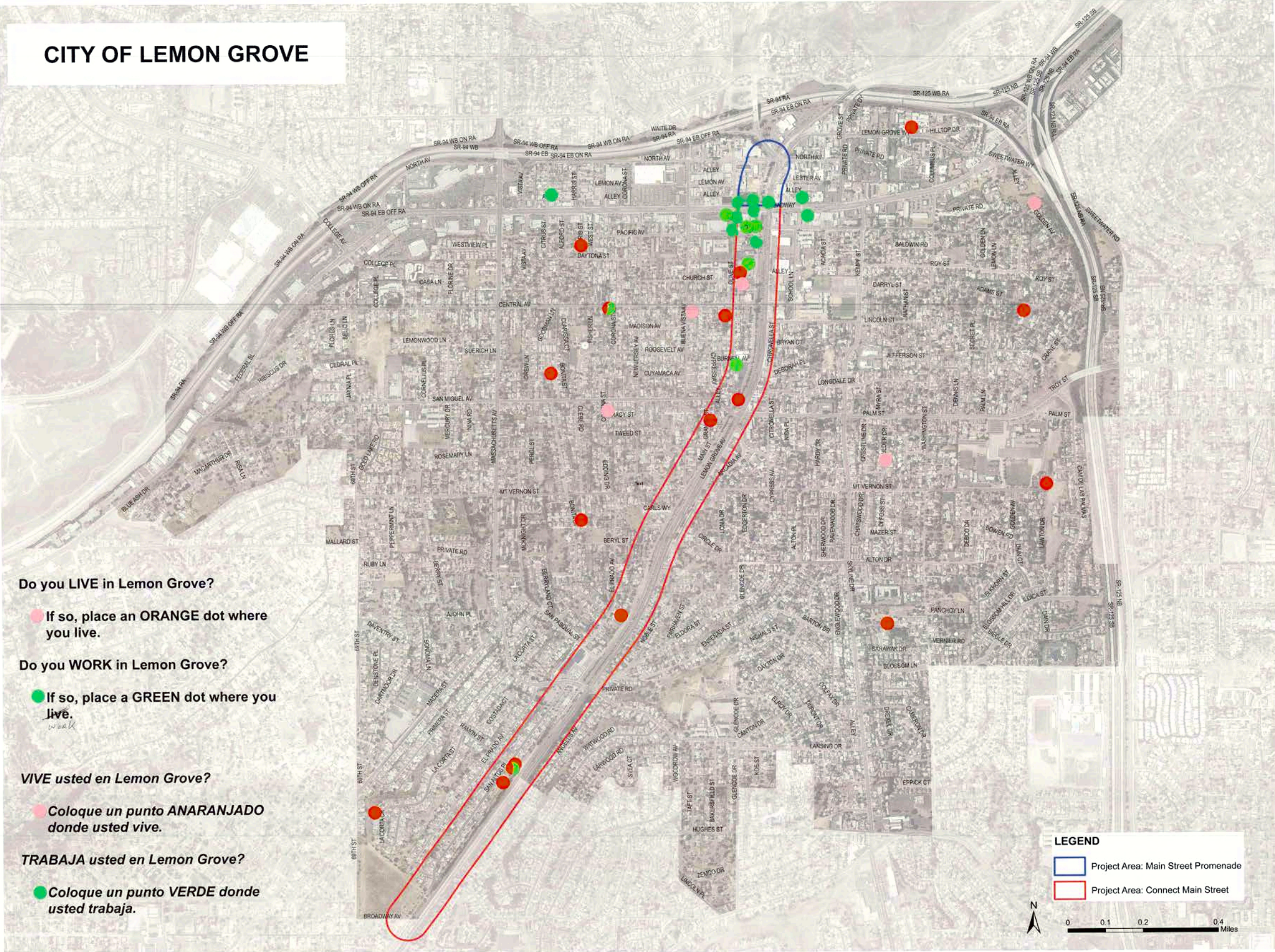


Figure 3-1: Live-Work Diagram
Workshop graphic used to locate participant origins

3 | Workshop One

3.2 Project Vision Statements

At the first working group meeting and public workshop, KTU+A presented an initial vision statement and set of goals for review and comment. The initial vision statement and goals were as follows:

Vision Statement

"The Main Street Promenade Extension would use existing public rights-of-way to support and enhance the north/south movement of pedestrians and bicyclists. The vision is to enliven this corridor, provide a place that serves the recreational, convenience and social activities of the city and to enhance the pedestrian and bicycle riders experience. The design will focus on the shared circulation of bicycles, pedestrians and vehicles and encourage interaction, improve health and create an amenity for generations to come."

Goals

1. Create a multi-modal transportation and recreational trail
2. Encourage transit, pedestrian and bicycle trips
3. Connect neighbors, neighborhoods, businesses & people
4. Create a sense of place
5. Create an improved park setting
6. Continue to provide maintenance and emergency access
7. Improve pedestrian and bike safety at trail crossing points
8. Address flooding and drainage issues
9. Enhance the natural environment
10. Provide public art and educational opportunities

The working group had several comments on the vision statement suggesting support for the project title "Connect Main Street", and recommending the inclusion of references to safety and beauty.

Community members at the first workshop also commented on the vision statement suggesting that it include references to green paths, water features, bicycle and scooter circulation, and a safe place to walk. On the practical side, one community member remarked "Vision is important, but accomplishment is more important!"

Related to the project goals, the community members added the following to the list:

- Safe accessibility to businesses and parking
- Improved facilities (bathrooms)
- Safe place-reduce vandalism
- Efficient on and off ramps from Lemon Grove Avenue to 94 East and West
- Enhance culturally relevant design (landscape and architecture)
- Improve and retain vehicular access to businesses on Broadway; no traffic congestion
- Adequate facilities, particularly restrooms
- South: maintain parking for business owners
- Implementable and cost-effective plan

"You're connecting neighborhoods. I think that speaks to people. It would be nice to have furniture, art, and a wide sidewalk for wheelchairs and walkers. This would allow us to connect neighborhoods. That is inherent in the design challenge."
- Helen Ofield

*“Vision is important, but
accomplishment is more important!”
- Lemon Grove community member*

3.3 Refined Vision Statements

Refined Vision Statement

“CONNECT MAIN STREET will use existing public rights-of way to support and enhance the north/south movement of pedestrians and bicycles. The vision is to create a community corridor that supports active lifestyles and transportation choices by providing a safe, beautiful, and sustainable linear parkway that connects people, places and activities for generations to come.

Refined Goals

1. *Create a transportation and recreational trail that encourages transit, pedestrian and bicycle use*
2. *Create a sense of place, including artistic, culturally relevant landscape and architectural design*
3. *Create an improved park setting, which uses landscaping, water features and seating to enhance the natural environment and promote active, healthy lifestyles*
4. *Improve safety for pedestrians and cyclists, while retaining maintenance and emergency vehicle access*
5. *Foster greater connections between neighbors, neighborhoods and businesses*
6. *Improve property values, access to local businesses and attractions*
7. *This project will be fully implementable*

Project Objectives

1. Create a multi-modal, multi-use public facility.

The purpose of this planning project is to expand on the existing Promenade concept by developing efficient, comfortable and fun urban spaces using underutilized spaces by re-purposing existing rights-of way.

2. Encourage transit, pedestrian and bicycle trips.

The adaptive re-use of the current public right-of-way of Main Street and the revitalization of other segments are meant to create a system that contains vehicular separated (where needed), pedestrian- and bicycle-oriented travel way. The hierarchy of users must be reconsidered where vehicle use is not required and particularly where the roadway can be designed to serve only pedestrian/bicycle travel and special activities (recreational, gathering, events).

3. Improve internal mobility.

The proposed project would create the ability for residents and commuters to safely walk, run, bicycle, exercise, and play uninterrupted by vehicles or barriers. Where redirection of vehicle traffic is advantageous to the goals, the design should ensure that circulation patterns do not create unacceptable conflict or delays.

4. Enhance sense of place.

The Promenade has a combination of recognized elements (aesthetically pleasing public places, identifiable landmarks and focal points, and a human element) that nurture and imprint the sense of place.

4 | Project Alternatives

4.1 Alternative A - *Historic Theme*

In the process of developing design alternatives for the Connect Main Street project, three themes that resonated with the vision of the Lemon Grove community were brought forward and used as the guiding principles behind three sets of concept drawings for the project corridor. These included a Historic Theme, a Natural Theme, and a Country-To-City Theme. Each of these was developed in the drawings that follow and presented to the community for input and comment.

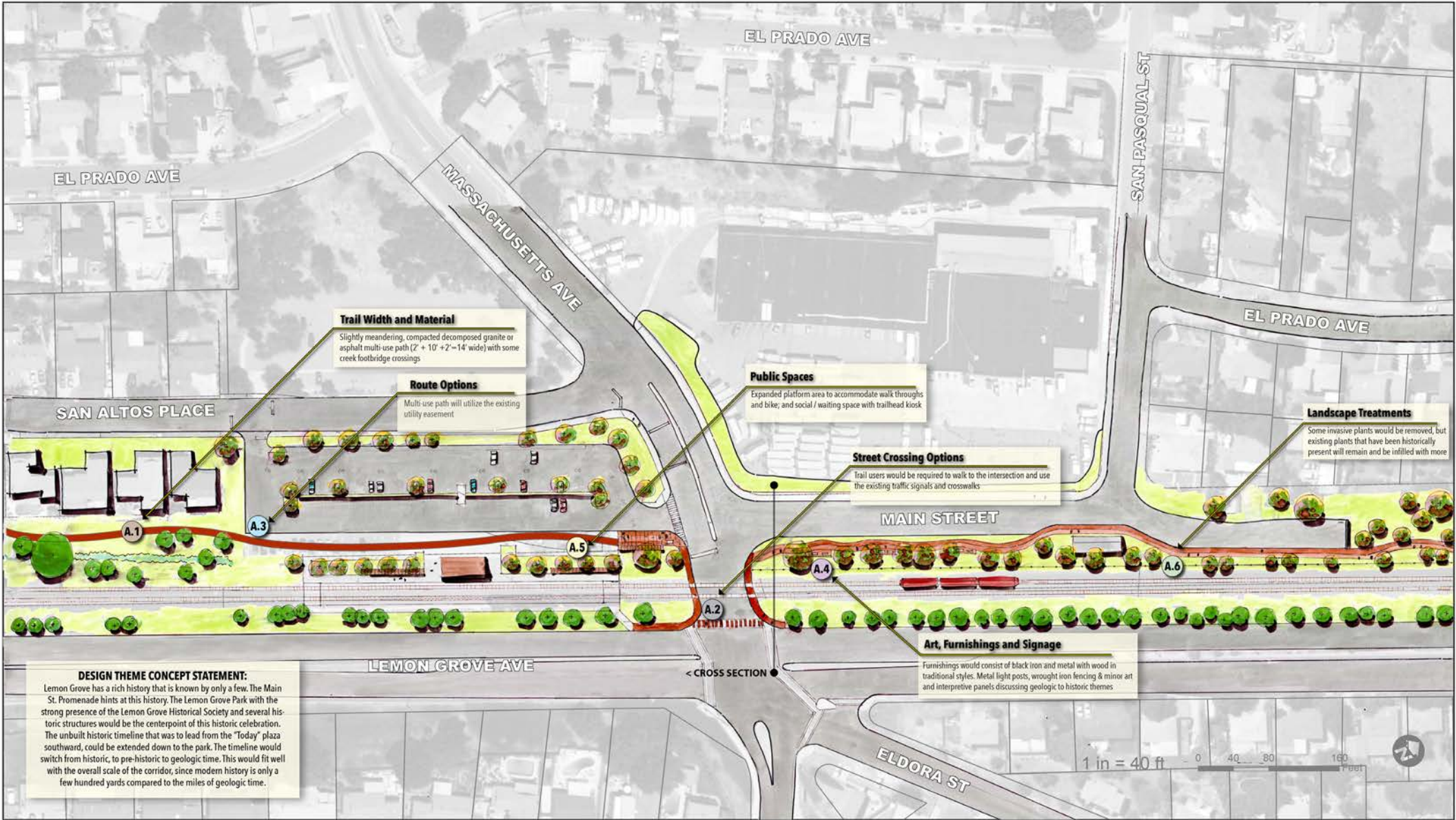
The Historic Theme taps into the rich history of Lemon Grove known only to a few in the community. Extending the historic elements and time-line of the recently built Main Street Promenade plaza down through the linear project area, this theme creates a chronological time-line that stretches from prehistoric time in the south to the agricultural and modern periods of Lemon Grove's history in the north. Historic structures along Main Street are noted with interpretive signs, and plaza and other use areas themed on different periods of Lemon Grove's history such as the Spanish Colonization period and Kumeyaay Period.

Overall, the Historic Theme can be understood as a representation and further development of the art mural on Lemon Grove's historic Grove Pastry Shop building which depicts the main periods of Lemon Grove's history.



Formerly the Sonka Brother's Store, this building is now home to the Grove Pastry Shop which specializes in wedding cakes and other bakery items. The art mural depicts Lemon Grove's historical time-line

Main St. South Segment : Historic Theme & Focus (Alt. A)



PROJECT ELEMENTS

(all design themes include the same project elements but are handled differently)

- Trail Design & Function**
- A.1 Trail Width & Material
 - A.2 Street Crossing Options
 - A.3 Route Options

- Placemaking & Amenities**
- A.4 Art, Furnishings & Signage
 - A.5 Public Spaces
 - A.6 Landscape Treatments

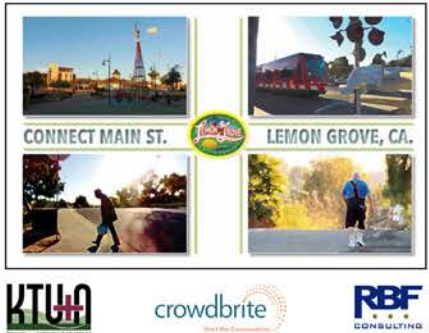
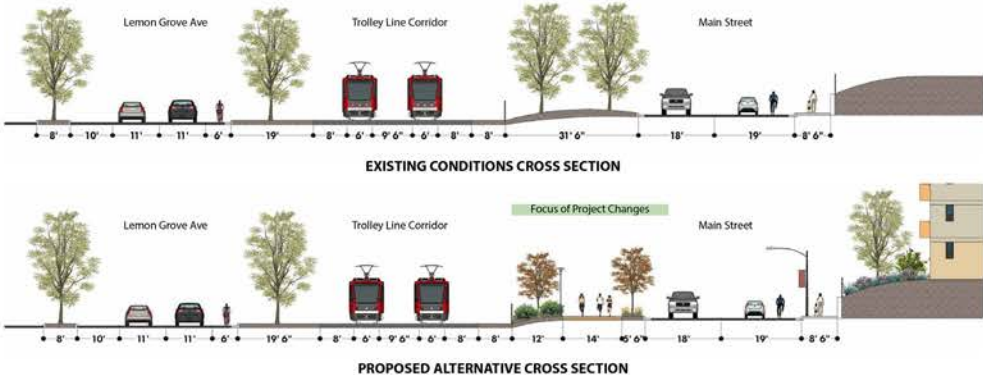
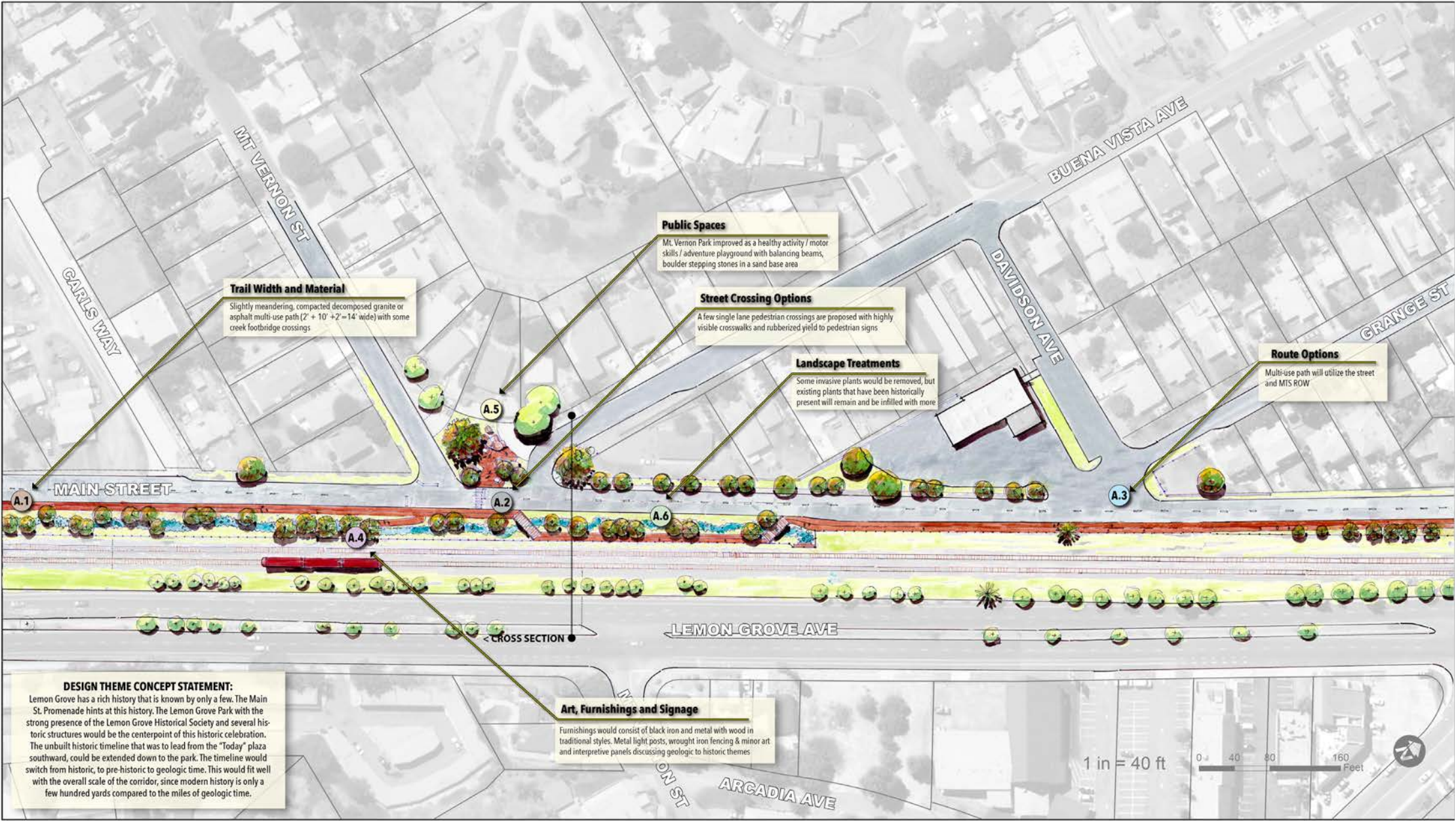


Figure 4-1: Historic Theme - South
Project board layout for the south segment of the Historic Theme concept drawings

Main St. Central Segment : Historic Theme & Focus (Alt. A)



PROJECT ELEMENTS

(all design themes include the same project elements but are handled differently)

- Trail Design & Function**
 - A.1 Trail Width & Material
 - A.2 Street Crossing Options
 - A.3 Route Options
- Placemaking & Amenities**
 - A.4 Art, Furnishings & Signage
 - A.5 Public Spaces
 - A.6 Landscape Treatments

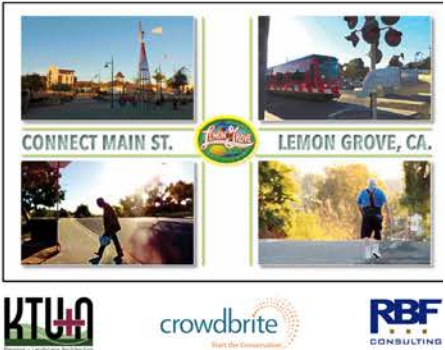
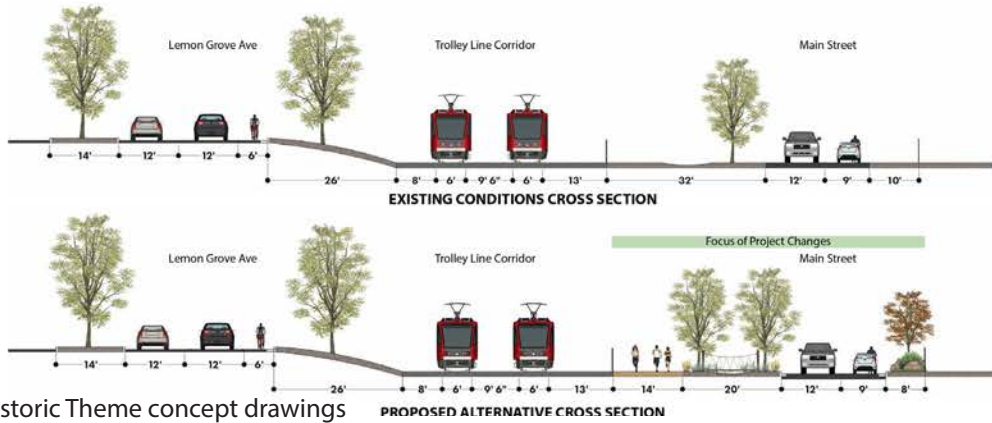
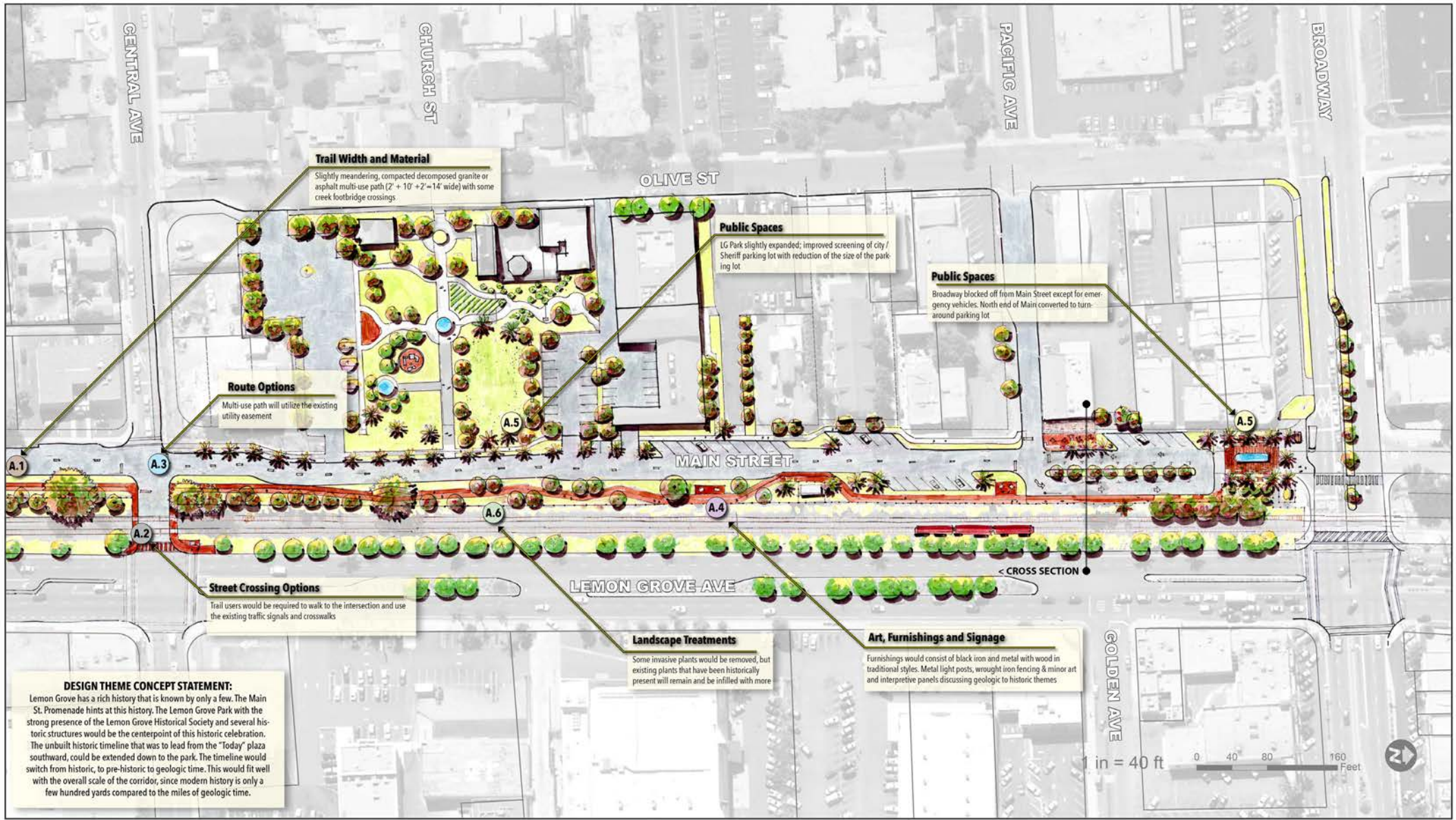


Figure 4-2: Historic Theme - Central
Project board layout for the central segment of the Historic Theme concept drawings

Main St. North Segment : Historic Theme & Focus (Alt. A)



PROJECT ELEMENTS

(all design themes include the same project elements but are handled differently)

- Trail Design & Function
- A.1 Trail Width & Material
 - A.2 Street Crossing Options
 - A.3 Route Options

- Placemaking & Amenities
- A.4 Art, Furnishings & Signage
 - A.5 Public Spaces
 - A.6 Landscape Treatments

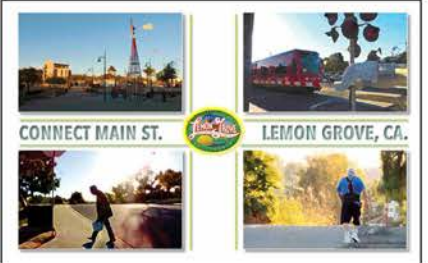
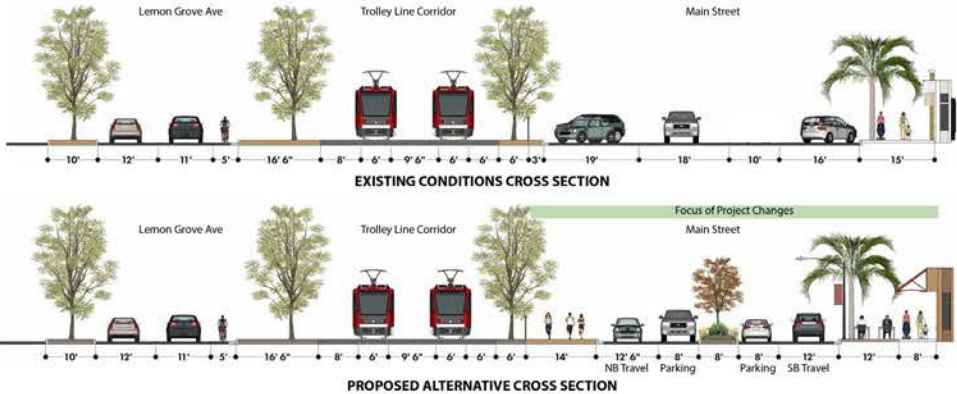


Figure 4-3: Historic Theme - North
Project board layout for the north segment of the Historic Theme concept drawings

4 | Project Alternatives

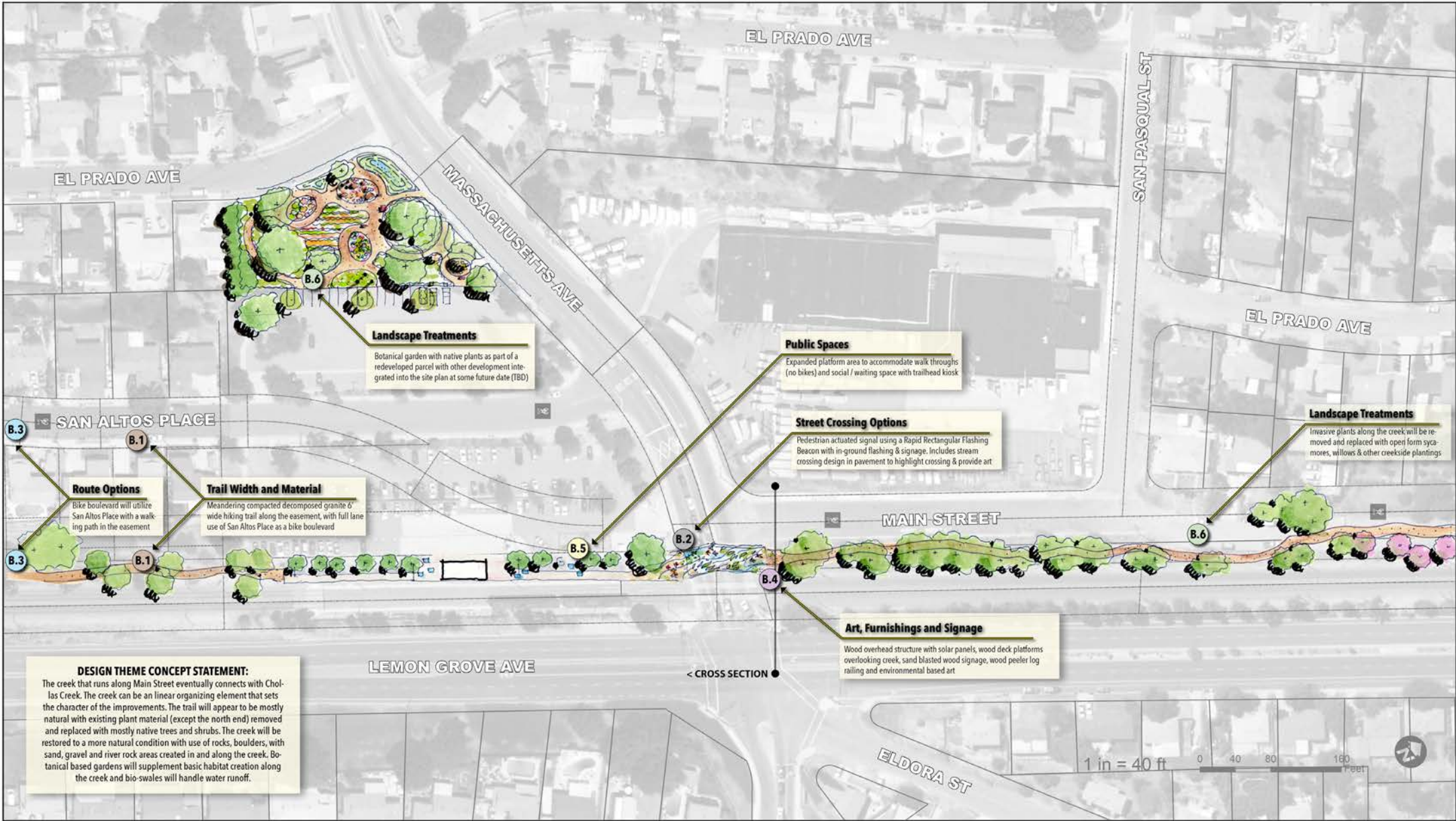
4.2 Alternative B - *Natural Theme*

In contrast to the Historic Theme, the Natural Theme focuses on sustainability and the natural environment. The use of native species and emphasis on the restoration of the existing drainage channels on site are key characteristics of this design concept. Because the drainage channels on site are a part of the Chollas Creek watershed their restoration and improvement take on a regional significance by connecting the project to larger sustainability goals. Bioswales and other water features are proposed to manage and filter stormwater runoff, and a botanical garden is proposed at the south end as an educational feature. Generally this concept minimizes the use of clearly artificial features and improves on the natural features that already exist.



The existing drainage channels on site would be restored with native vegetation and grading adjustments by the Natural Theme

Main St. South Segment : Natural Theme & Focus (Alt. B)



PROJECT ELEMENTS

(all design themes include the same project elements but are handled differently)

- Trail Design & Function**
 - B.1 Trail Width & Material
 - B.2 Street Crossing Options
 - B.3 Route Options

- Placemaking & Amenities**
 - B.4 Art, Furnishings & Signage
 - B.5 Public Spaces
 - B.6 Landscape Treatments

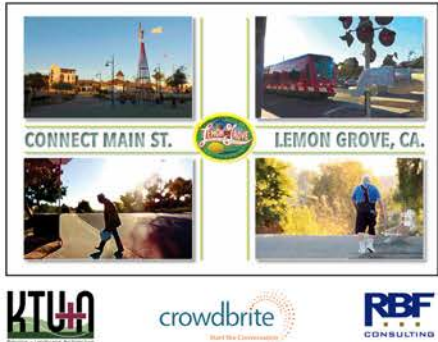
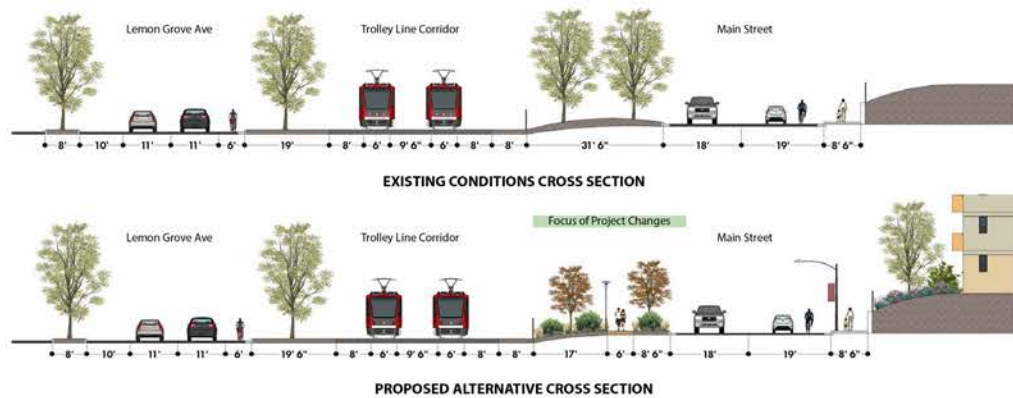
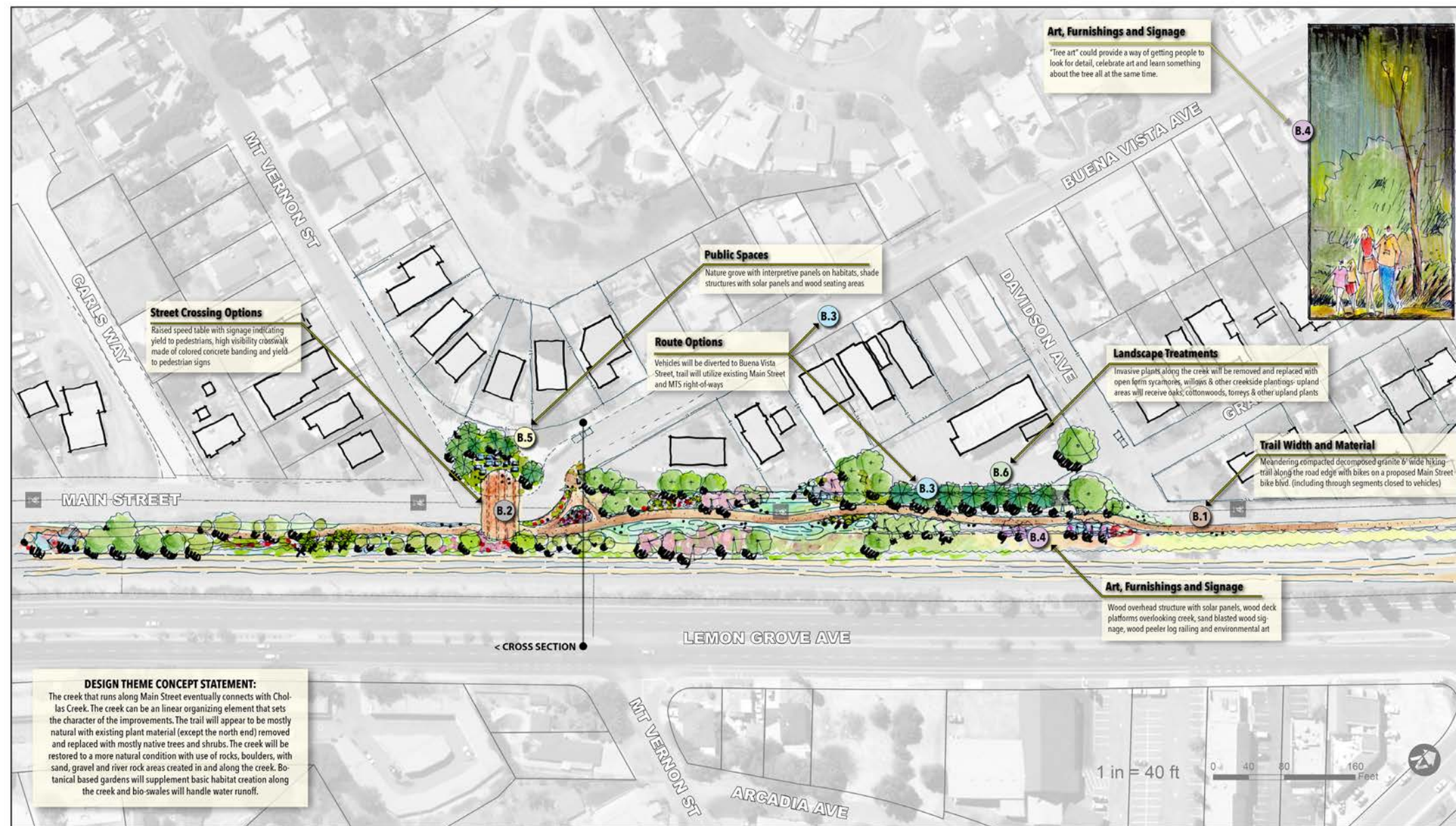


Figure 4-4: Natural Theme - South
Project board layout for the south segment of the Natural Theme concept drawings

Main St. Central Segment : Natural Theme & Focus (Alt. B)



PROJECT ELEMENTS

(all design themes include the same project elements but are handled differently)

- Trail Design & Function**
 - B.1 Trail Width & Material
 - B.2 Street Crossing Options
 - B.3 Route Options
- Placemaking & Amenities**
 - B.4 Art, Furnishings & Signage
 - B.5 Public Spaces
 - B.6 Landscape Treatments

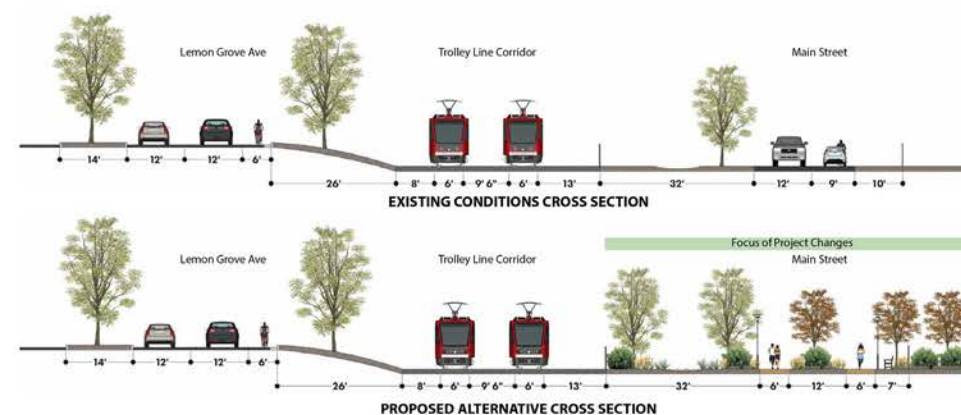
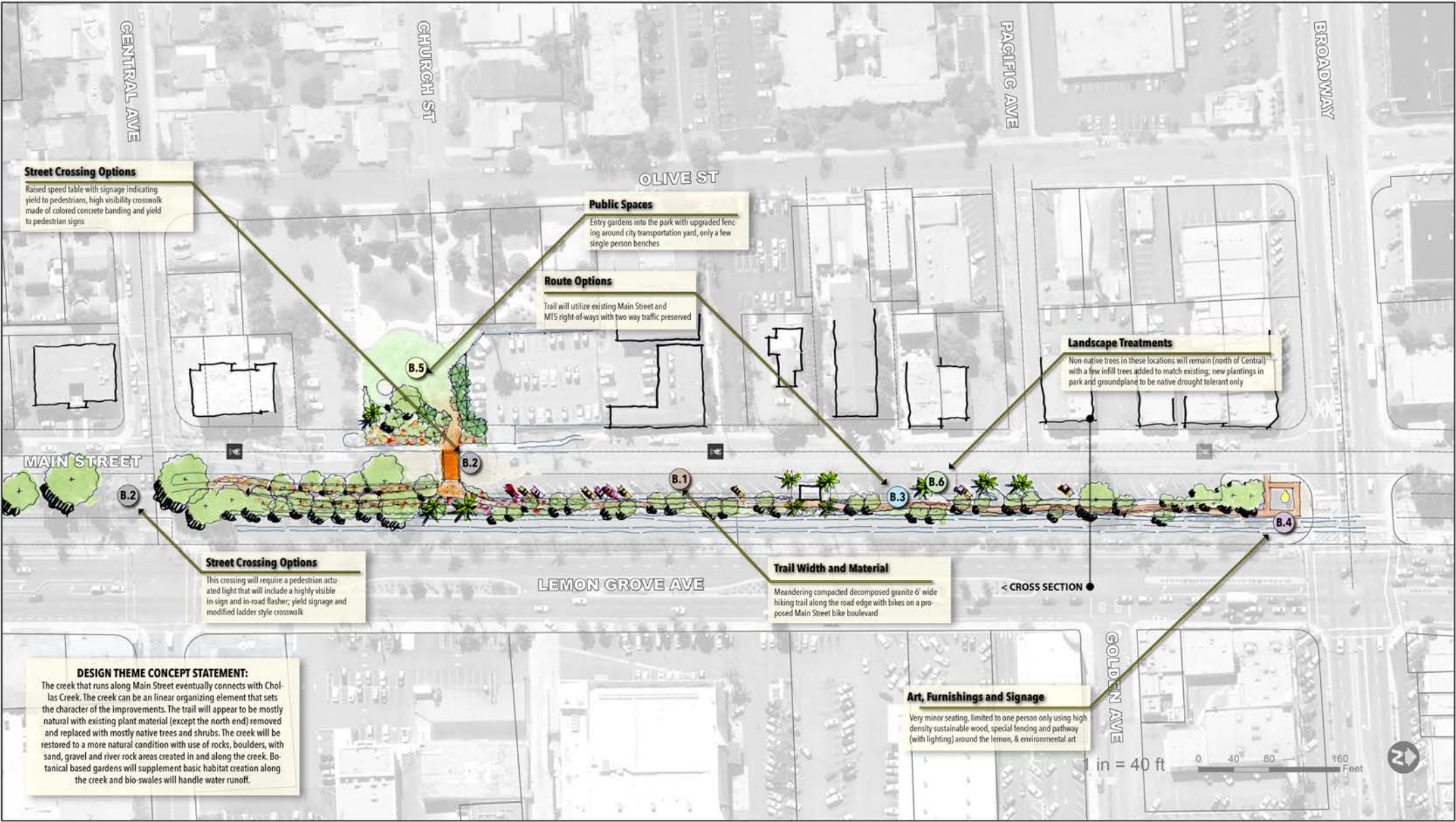


Figure 4-5: Natural Theme - Central

Project board layout for the central segment of the Natural Theme concept drawings

Main St. North Segment : Natural Theme & Focus (Alt. B)



PROJECT ELEMENTS

(all design themes include the same project elements but are handled differently)

Trail Design & Function

- B.1 Trail Width & Material
- B.2 Street Crossing Options
- B.3 Route Options

Placemaking & Amenities

- B.4 Art, Furnishings & Signage
- B.5 Public Spaces
- B.6 Landscape Treatments

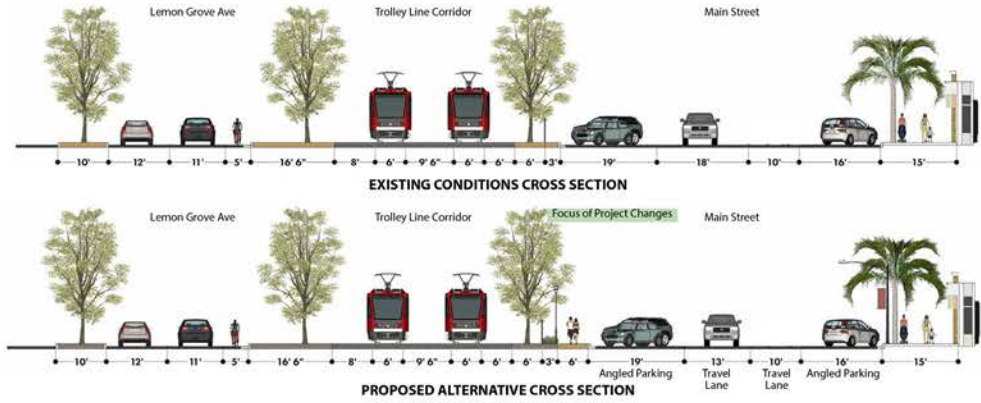


Figure 4-6: Natural Theme - North
Project board layout for the north segment of the Natural Theme concept drawings

4 | Project Alternatives

4.3 Alternative C - *Country to City*

Finally the Country-To-City Theme really hones in on the context of the project corridor which transitions from a more rural feeling in the south to a suburban flavor in the central portions and finally takes on a very urban color in the north. By matching this rural to urban gradient with corresponding project features and design elements in the project corridor, this alternative blends well with its surroundings and creates a seamless interface between the project area and the adjacent land.

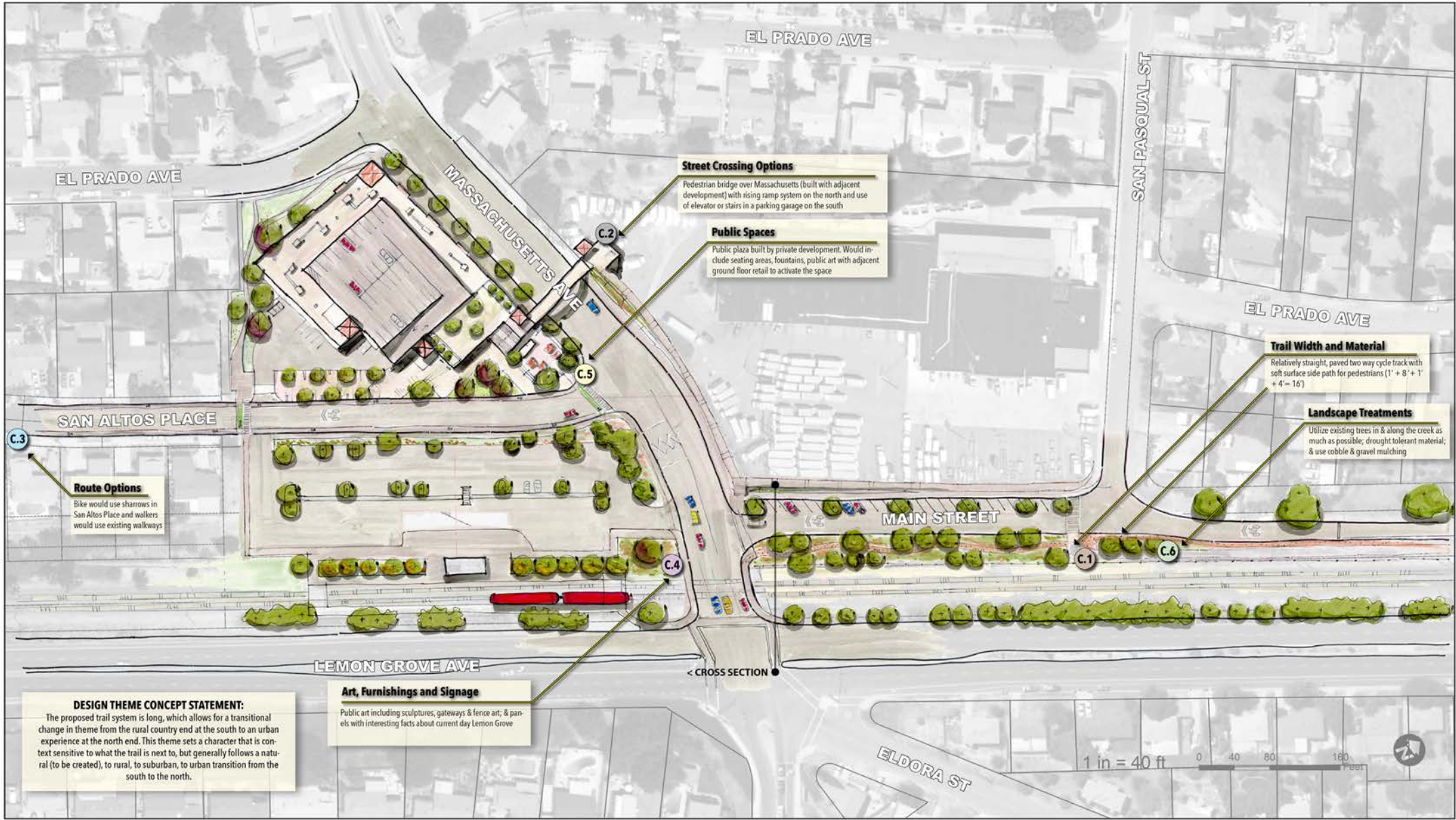


Rural portion of project



Urban portion of project

Main St. South Segment : Country to City Connections (Alt. C)



PROJECT ELEMENTS

(all design themes include the same project elements but are handled differently)

Trail Design & Function

- C.1 Trail Width & Material
- C.2 Street Crossing Options
- C.3 Route Options

Placemaking & Amenities

- C.4 Art, Furnishings & Signage
- C.5 Public Spaces
- C.6 Landscape Treatments

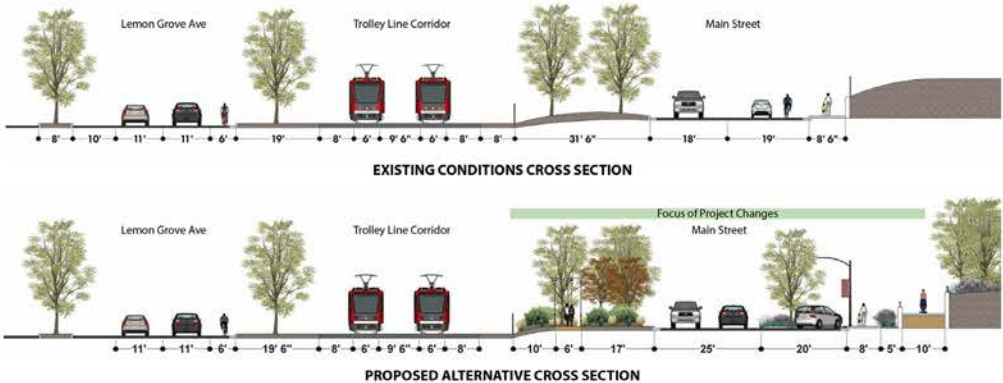


Figure 4-7: Country-To-City Theme - South
Project board layout for the south segment of the Country-To-City Theme concept drawings

Main St. Central Segment : Country to City Connections (Alt. C)

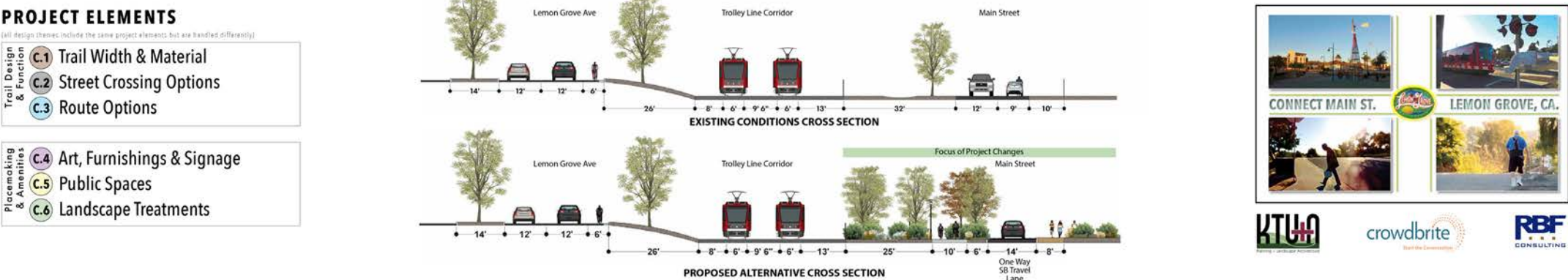
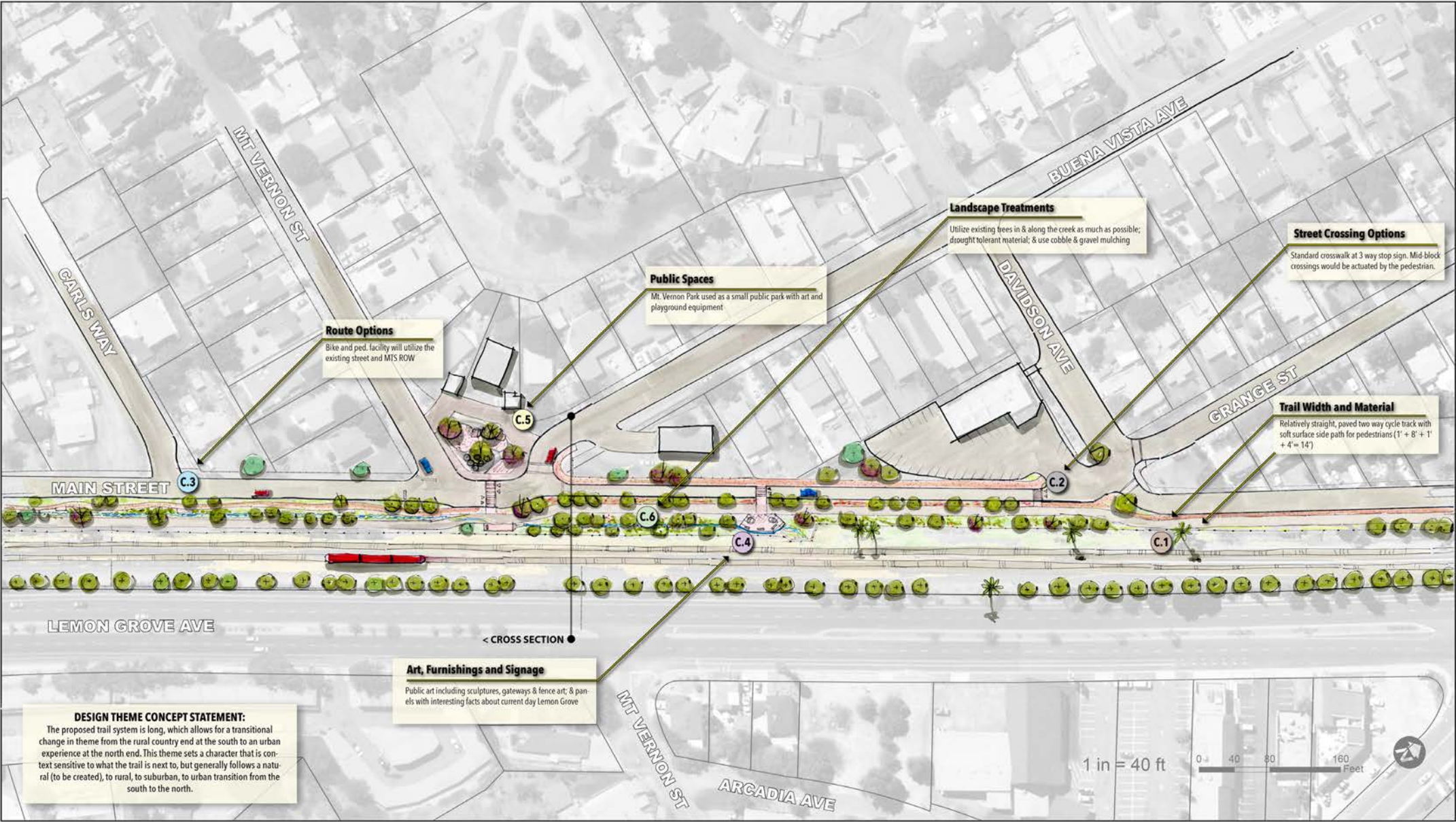
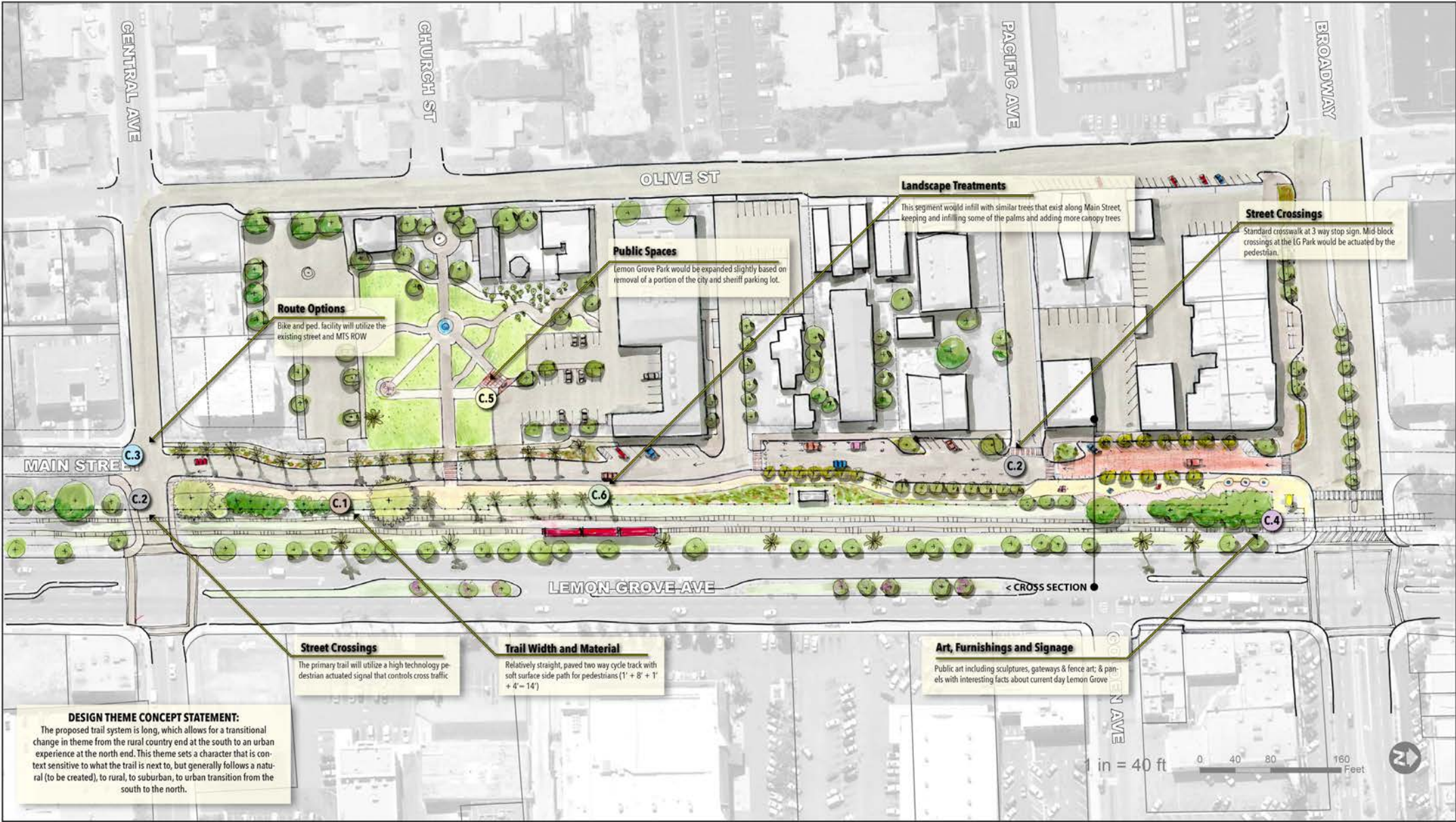


Figure 4-8: Country-To-City Theme - Central
Project board layout for the central segment of the Country-To-City Theme concept drawings

Main St. North Segment : Country to City Connections (Alt. C)



PROJECT ELEMENTS

(all design themes include the same project elements but are handled differently)

- Trail Design & Function**
 - C.1 Trail Width & Material
 - C.2 Street Crossing Options
 - C.3 Route Options

- Placemaking & Amenities**
 - C.4 Art, Furnishings & Signage
 - C.5 Public Spaces
 - C.6 Landscape Treatments

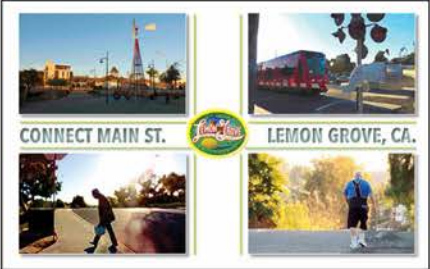
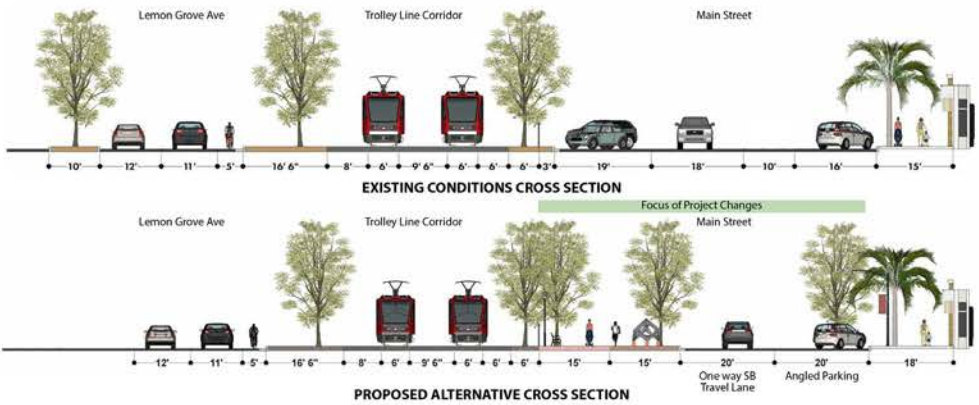


Figure 4-9: Country-To-City Theme - North

Project board layout for the north segment of the Country-To-City Theme concept drawings



5 | Workshop Two

5.1 Presentation

Once developed, the three project alternative concepts were presented to the Lemon Grove community for review and comment. Over 40 participants took part including many business owners as was observed in the first workshop.

Similarly to the last workshop, the three concepts were printed out on large boards and laid on tables for participants to view and place comments on. Besides providing physical boards on which to comment the workshop also allowed for digital comments and voting to be performed on digital tablets provided by Crowdbrite. For scans of the boards with comments and all materials relating to the second workshop see Appendix C.

Comment cards were handed out to community participants at the beginning of the workshop which allowed them to express their like or dislike of specific concept elements such as trail or crosswalk type (See comment card illustrated on this page). At the end of the workshop participants turned in their voting cards for KTU+A to collect and use in analyzing the alternatives and synthesizing elements from each.



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VOTING INSTRUCTIONS:

1) Please rank the overall design themes as to your likes and dislikes

2) Rank the individual elements, recognizing they are different between design themes

check box for like or dislike in this column for "A"

check box for like or dislike in this column for "B"

check box for like or dislike in this column for "C"



















<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>ALT "A": HISTORIC THEME & FOCUS: This theme emphasizes the items along the route that are formational to Lemon Grove. They build on the "Yesterday, Today and Tomorrow" theme of the north end of the promenade.</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>ALT "B": NATURAL THEME AND FOCUS: The creek that runs along Main Street eventually connects with Chollas Creek. The creek can be a linear organizing element that sets the character for the improvements.</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>ALT "C": COUNTRY TO CITY: This theme sets a character that is context sensitive to what the trail is next to, but generally follows a natural to rural, suburban, urban transition from the south to the north</div></div>
<div><div>Id #</div><div>GENERAL ELEMENT</div><div>SPECIFIC TREATMENTS</div></div>	<div><div>Id #</div><div>GENERAL ELEMENT</div><div>SPECIFIC TREATMENTS</div></div>	<div><div>Id #</div><div>GENERAL ELEMENT</div><div>SPECIFIC TREATMENTS</div></div>
<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>A.1</div><div>TRAIL WIDTH & MATERIAL</div><div></div><div>Slightly meandering, compacted decomposed granite or asphalt multi-use path (2' + 10' + 2' = 14' wide) with some creek footbridge crossings</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>B.1</div><div>TRAIL WIDTH & MATERIAL</div><div></div><div>Partially compacted DG firm surface meandering trail (1' + 4' + 1' = 6') & bike boulevard on Main St.</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>C.1</div><div>TRAIL WIDTH & MATERIAL</div><div></div><div>Relatively straight, paved two way cycle track with soft surface side path for pedestrians (1' + 8' + 1' + 4' = 18')</div></div>
<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>A.2</div><div>STREET CROSSING OPTIONS</div><div></div><div>Cross at nearest intersection using existing traffic signals & crosswalks</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>B.2</div><div>STREET CROSSING OPTIONS</div><div></div><div>Marked crosswalks in alignment with the trail for low volume streets; ped. actuated flashing beacon for high volume street</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>C.2</div><div>STREET CROSSING OPTIONS</div><div></div><div>Marked crosswalks with pedestrian actuated signals at mid-block locations in alignment with the direction of the trail; ped. bridge over Massachusetts built with adjacent development</div></div>
<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>A.3</div><div>ROUTE OPTIONS</div><div></div><div>Close north end at Broadway for partial block; use Main St. / MTS ROW for most of trail; use San Alitos easement at south end; keep small segment closed north of Massachusetts</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>B.3</div><div>ROUTE OPTIONS</div><div></div><div>Keep Broadway open to Main Street; use existing ROW with limited MTS ROW use; use trail on easement @ south end; include a street closure between Buena Vista & Davidson; keep a small segment closed north of Massachusetts</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>C.3</div><div>ROUTE OPTIONS</div><div></div><div>Limit traffic to 1 way at Broadway for partial block; use Main St. ROW / MTS ROW for rest of trail except San Alitos Street (walk/bikeway) at south end; keep small segment 1 way for a few blocks north of Massachusetts</div></div>
<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>A.4</div><div>ART, FURNISHINGS & SIGNAGE</div><div></div><div>Minimal art; historic panels showing yesterday in Lemon Grove; wood lighting poles; wood benches; peeler log fencing & sandblasted wood signage</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>B.4</div><div>ART, FURNISHINGS & SIGNAGE</div><div></div><div>Environmental "tree" art; natural process & water based educational panels; traditional furnishings</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>C.4</div><div>ART, FURNISHINGS & SIGNAGE</div><div></div><div>Public art including sculptures, gateways & fence art, & panels with interesting facts about current day Lemon Grove</div></div>
<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>A.5</div><div>PUBLIC SPACES</div><div></div><div>LG Park slightly expanded; no change to MTS site; Mt. Vernon St. Park as adventure skills playground</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>B.5</div><div>PUBLIC SPACES</div><div></div><div>LG Park with better entryway; botanical park on MTS site; Mt. Vernon park as solar gateway</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>C.5</div><div>PUBLIC SPACES</div><div></div><div>LG Park expanded slightly; plazas on MTS site if redeveloped; Mt. Vernon Park as art playground</div></div>
<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>A.6</div><div>LANDSCAPE TREATMENTS</div><div></div><div>Based on Native American use / early pioneer themes; agriculturally based plantings; use boulder / cobble mulch</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>B.6</div><div>LANDSCAPE TREATMENTS</div><div></div><div>Native materials of California grouped in ecosystems; remove invasives; add botanical gardens; use bark mulched areas</div></div>	<div><div><input type="checkbox"/> LIKE <input type="checkbox"/> DISLIKE</div><div>C.6</div><div>LANDSCAPE TREATMENTS</div><div></div><div>Utilize existing trees in & along creek as much as possible; drought tolerant material; use cobble & gravel mulching</div></div>

Figure 5-1: Workshop Comment Card

Main St. South Segment : Historic Theme & Focus (Alt. A)

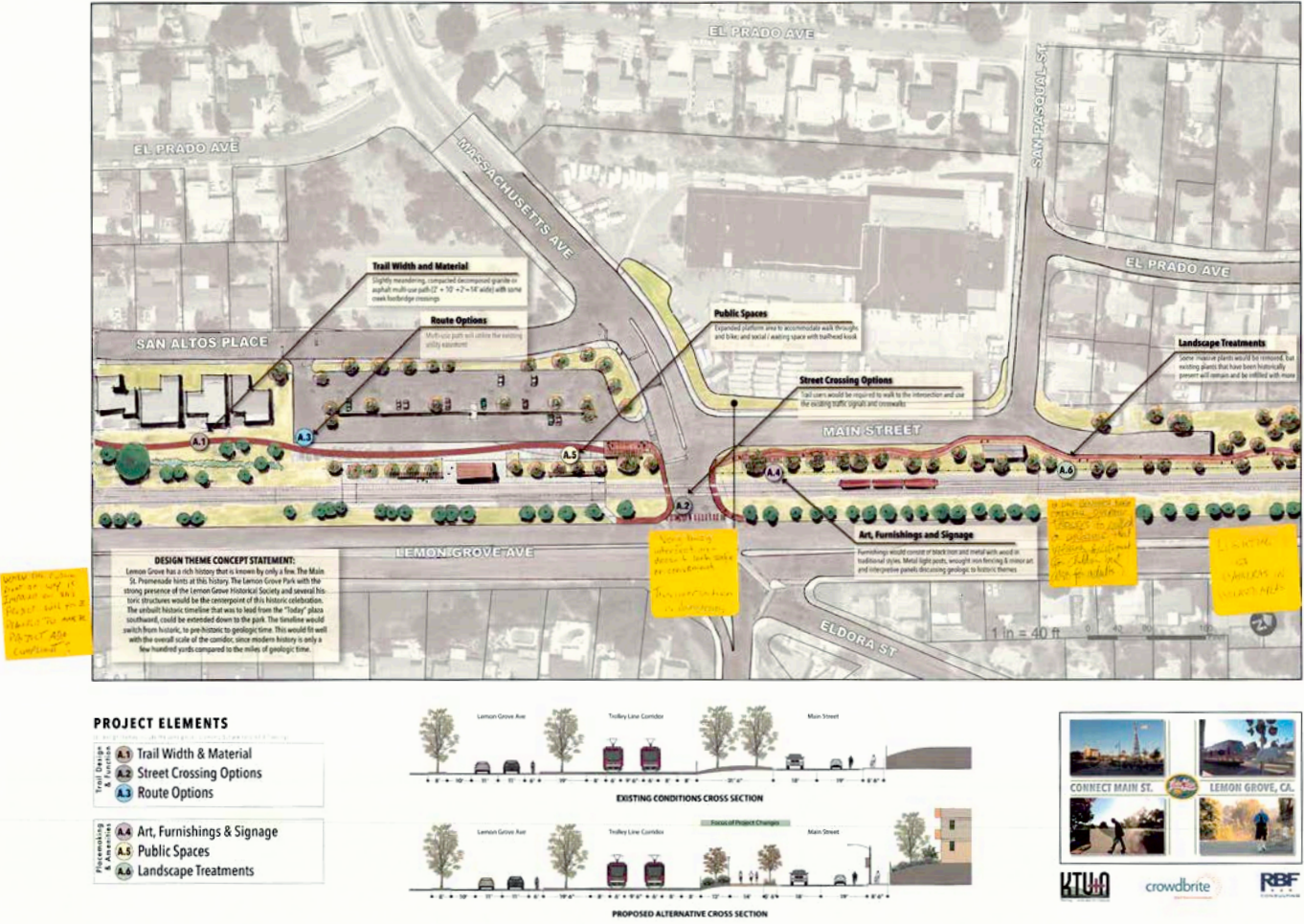


Figure 5-2: Workshop Board - Historic Theme

5.2.1 Community Input - Historic Theme (Alternative A)
South Segment

- Participants commented that the Massachusetts/Lemon Grove Avenue intersection was dangerous and expressed concern that the crossing option be improved to promote pedestrian safety
- Lighting and cameras in isolated areas were requested

Central Segment

- Community members noted that an asphalt trail by itself would be hot and uncomfortable in the summer. It was suggested that a natural surface compacted dirt or decomposed granite trail be considered instead

North Segment

- The main concern expressed for this portion of the trail was that parking and access to the businesses currently located along Main Street be preserved and improved
 - Participants disliked the idea of closing Main St. at Broadway as they believed it would decrease customer convenience in getting to businesses
 - The owner of the Grove Pastry Shop asked that both entrances to the shop's parking lot be kept open
 - Several comments stated that parallel parking would be too difficult for the majority of their customer base. Angled parking was preferred
- Several workshop attendees liked the addition of walkways and features in Civic Center Park

5 | Workshop Two

5.2.2 Community Input - Natural Theme (Alternative B)

South Segment

- Some comments expressed safety concerns over the path suggested behind the homes along San Altos Place. Lighting and other safety features would be desired in this area.
- Converting the upper MTS parking lot into a park was well received by the workshop participants as many viewed the lot as wasted space.
- Participants liked the idea of restoring the creek but were hesitant to remove the existing palm tree cover because of the extensive shading they provide. A phased thinning of the palms and re-planting with natives was suggested.

Central Segment

- Maintenance was a concern for this segment with several comments suggesting the use of durable graffiti-proof materials as alternatives to wood
- Several commented that they would prefer to keep Main Street open to traffic. Ease of flow and not overloading Davidson and other alternative street routes were two reasons given to keep Main Street open
- Participants suggested the use of trees and other plantings that would provide habitat value to birds and other animals.

North Segment

- Comments revolved mostly around the desired trail type. Attendees wanted bike and pedestrian trails separated to prevent conflicts. It was suggested that there is no real need for a bike trail as there is an existing bike lane along Lemon Grove Avenue
- Again, safety was an issue with several comments bringing up the issues of preventing homelessness and criminal activity through lighting and furnishing types
- The idea of using in-road crosswalk flashers at Central Avenue was well received.
- Community members liked the idea of a crosswalk connection to Civic Center Park

Main St. Central Segment : Natural Theme & Focus (Alt. B)

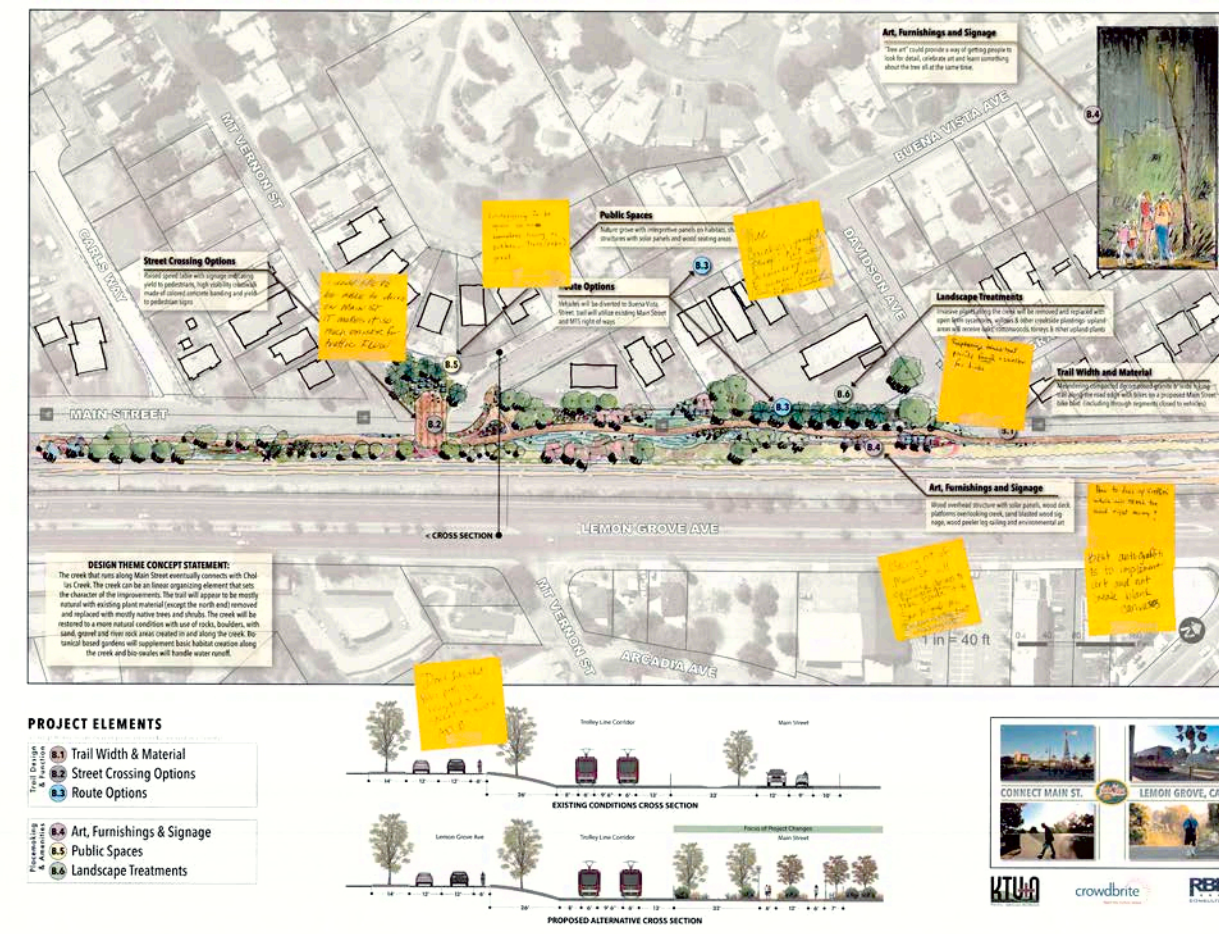


Figure 5-3: Workshop Board - Natural Theme

Main St. South Segment : Country to City Connections (Alt. C)

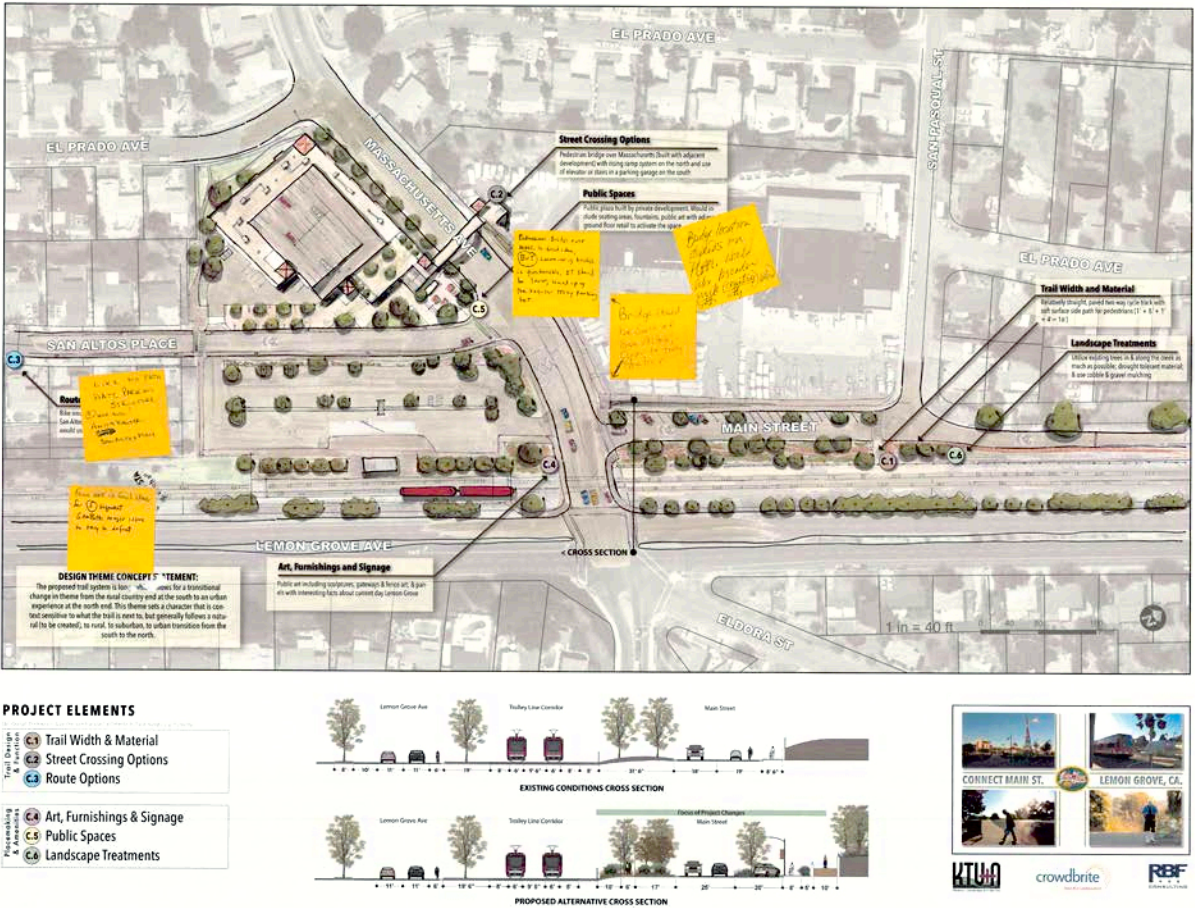


Figure 5-4: Workshop Board - Country-To-City Theme

5.2.3 Community Input - Country To City (Alternative C)

South Segment

- Several San Altos residents noted that they liked that the path did not run behind their homes in this concept, but that they disliked the addition of the parking structure
- Some liked the idea of a pedestrian bridge crossing Massachusetts Avenue

Central Segment

- Positive reaction was received to the proposed pocket park on Mt. Vernon

North Segment

- Most comments focused on parking and specifically a desire to maintain the existing number of parking spaces.
- It was reinforced that both entrances to the Grove Pastry Shop parking lot should be preserved
- Several comments suggested the addition of lemon trees and a small lemon grove

5 | Workshop Two

5.3 Community Input Analysis & Synthesis of Alternatives

Poll Results

The comments given on each project alternative were considered and evaluated in order to glean the elements from each theme to be synthesized into the final design scheme. The comment cards used by the participants were very helpful in this regard and produced the results detailed below. Of those voting 44% said they lived in Lemon Grove, 23% said they lived along the project route, 8% said they worked or went to school in Lemon Grove, 5% said they just like to visit Lemon Grove, and 17% marked an “other” designation.

TRAIL WIDTH & MATERIAL

Historic Theme	- 15 votes
Natural Theme	- 17 votes
Country-To-City Theme	- 10 votes
Other	- 0 votes

PUBLIC SPACES

Historic Theme	- 14 votes
Natural Theme	- 16 votes
Country-To-City Theme	- 16 votes
Other	- 4 votes

STREET CROSSING OPTIONS

Historic Theme	- 14 votes
Natural Theme	- 16 votes
Country-To-City Theme	- 15 votes
Other	- 1 vote

LANDSCAPE TREATMENTS

Historic Theme	- 11 votes
Natural Theme	- 21 votes
Country-To-City Theme	- 19 votes
Other	- 2 votes

ROUTE OPTIONS

Historic Theme	- 8 votes
Natural Theme	- 14 votes
Country-To-City Theme	- 16 votes
Other	- 2 votes

PREFERRED DESIGN ALTERNATIVE

Historic Theme	- 7 votes
Natural Theme	- 15 votes
Country-To-City Theme	- 15 votes
Other	- 1 vote

ART, FURNISHINGS, & SIGNAGE

Historic Theme	- 14 votes
Natural Theme	- 20 votes
Country-To-City Theme	- 20 votes
Other	- 0 votes

Synthesis Of Alternatives

Based on the comments received on each alternative concept and the results of the participant poll on the project elements, KTU+A’s design team made a series of design decisions guiding the production of the final concept which are detailed below by project element.

TRAIL WIDTH & MATERIAL

Although the Natural Theme trail option (decomposed granite firm surface with on-street bike boulevard) received the most votes, the design team opted to provide both a 6-8’ wide decomposed granite trail and a 12’ wide asphalt trail where possible. This decision was based on the feedback received on the concept boards which stressed that bike and pedestrian pathways should be separate and that surfacing appropriate for all types of riders and pedestrians off of the street should be provided.

STREET CROSSING OPTIONS

Pedestrian actuated in-ground flashers were suggested by the design team in combination with modified ladder crosswalks and median refuges on major cross roads.

ROUTE OPTIONS

Because of the traffic problems and congestion that are known to exist at the intersection of Broadway and Lemon Grove Avenue, the design team opted to close Main Street at that intersection and to move the bus station onto Broadway. A phasing plan for that area was developed to make the transition seamless and to give business customers time to acclimate to the changes.

The design decision was made to show a path behind the homes along San Altos Place at the south end of the project. It was decided that as an existing informal dirt path already exists behind the homes, adding an improved path system and lighting would not negatively impact the safety or well being of the residents along San Altos Place.

ART, FURNISHINGS, & SIGNAGE

Durable public art and furnishings made of graffiti-proof materials and with transient prevention features were proposed for the project based on strong public comment to keep maintenance low and decrease the presence of loiterers and encampments.

PUBLIC SPACES

Per public comment the design team established a strong connection to Civic Center Park and developed the park at Mt. Vernon as an interpretive play space. The decision was made to close Main St. between Buena Vista Ave. and Davidson St. to provide needed park space, relate to the adjacent Masonic Hall, and capitalize on the existing creek culvert features.

LANDSCAPE TREATMENTS

Native plant materials were proposed along the creek and throughout as well as some non-native plantings where deemed contextually appropriate.

PREFERRED DESIGN ALTERNATIVE

The design team took the best elements of each alternative and combined them into one plan. Based on the popularity of the Natural Theme, the creek became a primary element in several portions of the trail system and native plant materials were extensively proposed. The concept of a thematic gradient presented by the Country-To-City Theme was merged with the Historic Theme to create a chronological historical time-line stretching the length of the corridor. This solution tied nicely into the theme of the existing Main Street Promenade park and allowed the design to respond to the rural to urban character of the project corridor.

6 | Appendix A

6.1.1 Working Group Meeting Records ~ Meeting one

Main Street Promenade Extension Planning Project
City of Lemon Grove

Meeting Record
Working Group Meeting #1 – Thursday, April 17, 2014, 6-7:30pm

Attendees:
Graham Mitchell – City Manager, City of Lemon Grove
Carol Dick – Director of Development Services, City of Lemon Grove
Leon Firsht – City Engineer, City of Lemon Grove
Mike Singleton – Principal, KTU+A
John Taylor – Project Manager, KTU+A
Matt Gelbman – Planner, KTU+A
Darin Dinsmore – Principal, Crowdbrite
Tim Thiele, Engineer, RBF Consulting

Working Group Members
Richard Cortopassi
Roberta Cronquist
James Davis
Hellen Ofield
Marie Venable (on phone)

1. Introductions

Graham Mitchell, City Manager, Lemon Grove, provided a welcome to the working group and initiated introduction for attendees. Carol Dick, Director of Development Services, City of Lemon Grove and Leon Firsht, City Engineer, City of Lemon Grove introduced themselves. Carol Dick is the city’s project manager.

Working group members also introduced themselves.

Marie Venable (on phone): Lemon Grove resident for 15 years. Lives near to project area, close to Lemon Grove Ave. and Canton Dr. An engineering technician with San Diego County Public Works Department.

James Davis: Resident for 3.5 years. Lives about 3 blocks from Lemon Grove Ave. and Central Ave. Member of the Lemon Grove Oversight Board and Lemon Grove Resident Leadership Academy.

Hellen Ofield: Resident of Lemon Grove since Christmas Day in 1981. Active with the Lemon Grove Historical Society and in the community for the last 17 years.

Richard Cortopassi: Lemon Grove resident for 20 years. Safety Assistant in the City of San Diego.

Roberta Cronquist – Lemon Grove resident. Lives in subdivision near Massachusetts Ave. trolley station. Also an engineer at Rick Engineering.

After city staff and working group members introduced themselves, consultants for the project also provided introductions.

Main Street Promenade Extension Planning Project
City of Lemon Grove

Darin Dinsmore, Crowdbrite: Specializes in civic engagement. Role will be to integrate technology as a way to make process open and transparent.

Tim Thile, RBF Consulting: Will be leading on technical studies related to utilities, environmental studies and traffic, among other areas.

John Taylor, KTU+A: Project Manager for KTU+A and leading the consulting team. Worked on Main Street Promenade phase 1.

Matt Gelbman, KTU+A: Planner with a focus on community outreach.

Mike Singleton, KTU+A: Experience working on many community-led planning and design projects. A certified planner, a certified transportation planner, and a certified landscape architect. KTU+A worked on Main Street Promenade phase 1 as part of a larger team. KTU+A specializes in planning, healthy communities and active transportation.

Mike Singleton inquired about the reasons each person joined the working group and what excites them most about the project.

Roberta Cronquist: I’m interested in how Lemon Grove is changing and evolving. And I want to be sure that it go in right direction, from my perspective. I’m also interested because of my proximity to the project. I can see that it can be an asset to my family and me. (Mike Singleton asked, “Do you see it as an asset now?”). I think it needs to provide something more.

Richard Cortopassi: I enjoy walking. I’ve walked all over Lemon Grove. I use the corridor for walking and running. Not that it’s an eyesore; it’s an unused area that could be enhanced. My main concern is safety, especially the safety of those that are going to be using it.

Hellen Ofield: I’m caught up on the history of Lemon Grove. It is an exemplar, in many ways, of a town that grew into a little city. I would love to see the city get a grip on its modern persona. It’s a small city. The working axes of the city are Main Street and Lemon Grove Ave (formerly Imperial). How do you meet the challenge of connecting southern end of Lemon Grove to midtown? These are big design challenges. I’m concerned with two buildings along the corridor - Bakery Building and MacGregor House. It was a great thrill it was to work on phase 1. It was a big statement.

James Davis: We moved to Lemon Grove and bought our first house here. We saw an incredible amount of potential in this little city that is neither here or there. It’s such a small place. A lot of the times it gets mixed up with southeast San Diego or Spring Valley. My wife and I are kind of urbanists. We would have preferred to live near Balboa Park. I have friends who blog. I was sitting listening to them and realized that this place is a gold mine. We have a lot of things that we can make come to light. If we highlight and make available to people some of the ideas. It’s a no brainer to me. And the health aspect. I was in a group before that promoted healthy living. This project will help promote health and business in the long run.

Marie Venable: I really want to be part of this group because I’m very community based. Lemon Grove residents really deserve this. I’m an active person. I like to run, walk, and bike. I really want it to be safe. I want to be able to leave my house, run to Starbucks, and run back. When you’re active you want to have nice places to run and be. I leave my city to go other places. I want other people to come to our city to work out and be active.

2. Welcome to the Working Group

Graham Mitchell thanked the working group members for their participation. He explained that as members of the working group they would be working with the project team on technical aspects of the project. The genesis of the Main Street Promenade Extension project was in the Health Element that the city is working on. There was an idea that clicked with planning commissioners to create a loop around Lemon Grove where people could recreate and be active. Lemon Grove Ave. is the spine of the city and we want to turn it into a place where people can recreate and congregate. Rohr Park in Chula Vista is an example. It creates a place and there are a lot of people who use it.

One of the biggest challenges for this project will be that we need to remind people that there is a process that needs to be followed and we need to prepare a plan before we can begin construction.

Graham Mitchell thanked working group members for their participation in this project and stressed its importance of the project for the city.

Carol Dick provided some background on the project. The city received a grant through SANDAG for the Smart Growth Incentive Program. The grant includes obligations that must be met by the City. As the city’s project manager, one of the responsibilities is to remind the project team and the working group about those obligations.

As a part of the Smart Growth Incentive Program, the grant has a focus on active transportation and development around transit areas. The vision for the project that was included in the grant is:

The Main Street Promenade Extension would use existing public rights-of-way to support and enhance the north/south movement of pedestrians and bicyclists. The vision is to enliven this corridor, provide a place that serves the recreational, convenience and social activities of the city and to enhance the pedestrian and bicycle riders experience. The design will focus on the shared circulation of bicycles, pedestrians and vehicles and encourage interaction, improve health and create an amenity for generations to come

The grant requires completion of the project within 2 years – no later than January 2016. The conclusion of the project will be to modify the city’s General Plan. We know it will be the Mobility Element because we are repurposing Main Street.

Leon Firsht – In addition to the technical elements of the project, it’s important to look at maintenance aspect. We learned from the Main Street Promenade phase 1. We did have the vision during the planning of the design of phase 1 to include elements such as low flow drip irrigation and the wind spire. But the restroom takes funds to maintain and monitor. Public Works doesn’t have a specific representative so I’ll be keeping an eye on maintenance issues.

3. Project Overview

Mike Singleton provided an overview of the project study area. The project starts on the southern edge of the City’s boundary and continues north along the trolley tracks on Main Street. It ends at Broadway and the existing Main Street Promenade. It’s a long skinny corridor.

The study area is roughly defined as a 300’ on either side of the centerline of Main Street and it’s historical easements. This helps us guide notices to property owners and residents. The study will look at four categories of property owners: 1) properties that touch the corridor; 2) properties that

are within 300 ft. of the centerline of Main Street; 3) potential trail users; and, 4) city wide. KTU+A will conduct an analysis to identify potential trail users. If it is assumed that people aren’t driving, we will analyze the distance it takes for someone to reach the corridor on existing roadways and sidewalks. It will be assumed that it’s a 10 minute walk, 10 minutes on trail, and 10 minutes back, in order to get the 30 minutes of exercise that is recommended by doctors.

As part of KTU+A’s initial analysis, three distinct sections of the corridor have been identified: 1) southern section from the city limits and Citrus Heights project to Massachusetts Avenue station; 2) a central section from Massachusetts Avenue Station to San Miguel / Palm St.; and, 3) a northern section from San Miguel / Palm St. to Broadway. Each segment has different characteristics.

Mike Singleton also shared a draft project schedule to show the relationship between technical work, working group meetings, and public workshops. The working group should plan on a total of 9 meetings and the schedule identified tentative list of topics for each of those. A scope of work was also provided to the working group so that members know what the city has hired consultants to do.

Mike Singleton also presented a table that shows the relationship of different stakeholders and what level of involvement they will have in the different decisions that need to be made for the project. The role of the working group will be to work with the project team to advise the elected and appointed officials in making decisions.

4. Vision Statement and Issues & Opportunities Discussion

Members of the working group were provided with a handout that included the project goal and objectives for review and comment. Working group members were asked: Are there any problems with the project goal? Is there anything that can be added to strengthen it? In addition, what about using the name “Connecting Main Street Lemon Grove” as the project title?

Helen Ofield: You’re connecting neighborhoods. I think that speaks to people. That is inherent in the design challenge. It would be nice to have furniture, art, and a wide sidewalk for wheelchairs and walkers. This would allow us to connect neighborhoods.

Graham Mitchell: Connections are a major theme of the health element.

James Davies indicated support for using the word connections.

Helen Ofield: Main Street is a strong American icon.

Roberta Cronquist: Project goal should include a reference to safety. The project should strive to improve safety because there are no sidewalks on Lemon Grove Ave.

Graham Mitchell: Should use the word wellness instead of welfare.

Richard Cortopassi: Suggested using the phrase “Provide a *safe* place...”

Roberta Cronquist asked: Are you going to be able to contain all the improvements in the public right of way?

Matt Gelbman responded by noting that it was a goal of the project and that is the direction for

6.1.1 Working Group Meeting Records ~ Meeting one

the project team. But that constraints and changes in the project may arise and necessitate exploring solutions outside of the right of way.

Helen Ofield suggested including the word beauty. She mentioned that a thriving economy has a lot to do with how a city works to improve its beauty.

Darin Dinsmore elaborated on the purpose of the project goal and objectives. That the vision should be shared and that it should come from the working group and the public. The objectives will be important because after alternatives are developed we will ask, “How did we do?” The objectives are one way of evaluating the alternatives.

The working group also participated in a facilitated discussion to identify opportunities and constraints along the corridor using a map (Attachment 1).

5. Public Workshop #1

Darin Dinsmore provided a brief overview of the format for the public workshop. A short video was also presented to explain the use of Crowdbrite and explain how it was going to be used as a tool for the working group and the public workshop.

6. Action Items & Working Group Assignments

- A follow-up webinar will be scheduled with the working group in the next two weeks for training on how to log-in and use Crowdbrite. A short biography and a photo will be required. A how-to manual will be provided in .pdf format prior to the training.
- Working Group members were also asked to do some research and identify a linear park that they though might be a good example of what could be accomplished in Lemon Grove.
- A public workshop will be scheduled for early June.
 - Working group members should use their existing contacts to help spread the word about the public workshop once a date is set.
 - KTU+A and Crowdbrite will prepare a publicity plan with a meeting flier and press release to be distributed through Lemon Grove.

Attachment 1 - Comments from Issues & Opportunities Map

Opportunities

7. New Housing
8. Anchors / Destinations
9. Can you abandon Placentia St. and make it a pocket park?
10. Improve visual aspect & reduce noise for adjacent properties.
11. Community garden along ROW
12. Water fountain?
13. Tot lots. Bmx? Horseshoes?
14. Art
15. Pocket areas with sports like volleyball, teather ball, basketball for public use all along the corridor.
16. Improve block commercial
17. MacGregor Building
18. Bakery Building
19. Starbucks
20. Extend Promenade
21. Rohr Park in C.V. [Chula Vista] (Graham)
22. Riverwalk (SD) - Seaworld & Bay - clearly id’s where to walk and ride. San Diego River
23. Portland - good example of walking and biking
24. Linear Park in Dalls w/ programming on it: Zumba, etc. (Carol)

Constraints

25. Concern about TOD in MTS lot increase the traffic on El Prado. (Due to Mass. traffic). Can we cul-de-sac San Altos Place? If TOD comes in so they can only exit to Mass.
26. No right turn on right light.
27. Dogs off leash?
28. No lighting & people walking on road @ night
29. No right turn on red light
30. Traffic on Broadway
31. How are we going to pay for it? How are we going to maintain it?

6.1.2 Working Group Meeting Records ~ Meeting two

CONNECT MAIN STREET
City of Lemon Grove

Meeting Record
Working Group Meeting #2 – Thursday, May 29, 2014, 6-7:30pm

Attendees:

Working Group Members:

Richard Cortopassi
Roberta Cronquist
James Davis
Helen Ofield
Marie Venable

Invited Guests:

Patty Lawrence
Kevin Lawrence

City of Lemon Grove:

Carol Dick – Director of Development Services, City of Lemon Grove
Leon Firsht – City Engineer, City of Lemon Grove

Consultants:

Mike Singleton – Principal, KTU+A
John Taylor – Project Manager, KTU+A
Matt Gelbman – Planner, KTU+A
Tim Thiele, Engineer, RBF Consulting

1. Welcome & Housekeeping Items

Mike Singleton and John Taylor provided a quick welcome and introduction to Working Group Meeting #2. A review of Working Group Meeting #1 was also provided. A meeting record of Working Group Meeting #1 was distributed to Working Group members along with an information sheet that includes an overview of the CONNECT MAIN STREET project. The information sheet was also posted to the City’s website. The Working Group reviewed the webpage for CONNECT MAIN STREET on the City’s website.

Working Group members discussed and agreed to participate in a 1.5 hour training for Crowdbrite. The preferred time for Working Group members preferred a time on Monday, June 16, 2014, after 3:30 pm.

2. Inspirational Examples

During Working Group Meeting #1, Working Group members were tasked with identifying inspirational examples of other linear trails and parks that are relevant to the CONNECT MAIN STREET project in Lemon Grove. Each working group member was asked to identify key features that they liked about an example and explain why it is relevant to Lemon Grove.

Marie Venable: Would like to see features that slow people down and get them to stop and see and absorb things along the route. Do not like to see a straight trail because of concerns about speed of travel along the trail. Visual interest would also slow people down and allow them to enjoy their experience on the trail: information and interpretation along the route, fountains,

CONNECT MAIN STREET PROJECT
City of Lemon Grove

bench, water fountains, etc. More than art, not like the trees project on Embarcadero in San Diego. The Silver Strand Portion of Bayshore Bike Path is a good example with simple art and simple pull out places and nice imprints of art.

Roberta Cronquist: Rochester, Minnesota has a large trail system. There are lots of pedestrian bridges that provide connections over roadways or rivers. People don’t have to stop along the bridge if they don’t want to. But there are vantage points in the middle of the bridge that provide a stopping area and views. This could be applied to Lemon Grove because there are major streets to cross, such as Massachusetts Avenue and Lemon Grove Avenue. The bridges did more than just get people across as fast as they can. Another example are the intermediate exercise stations around Chollas Lake that provide activities for health and well-being. [Marie noted that these stations shouldn’t rely on technology because not everybody has smart phones.]

Richard Cortopassi: Flagstaff, AZ has nice parks with walkways. Arboretums cover the walkways to provide shade and an enjoyable experience. Interesting because you have people running, walking, and you have bikes. It is nice to stop along the way. They also have signage to show you which side of the path is for bikes and which side is walking. In Dana Point, CA there is a community park with a fitness course. The course has different exercise that you can do along the way. Another interesting feature on the trails in Flagstaff are that they have multiple surfaces along the trail.

James Davis: Linear parks are a huge movement nationally. Especially the Rails-to-Trails program that creates paths along abandoned rail corridors. One example is the High Line in New York, which has become a very popular destination, and among the features are native landscaping. Another example is the Indianapolis Cultural Trail. Far-out version of what we likely want to do in Lemon Grove. But I like how they tied in commercial elements and natural beauty. Another examples is a trail in Atlanta that includes downtown elements and restaurants.

Fairfield, CA also has a trail popular trail, although design may not be the best example. The trail just has straight pavement along its 6.5miles long. A good example because people didn’t have a place to go walking before.

Lemon Grove has existing elements that we can probably utilize. We have a lot of interesting old trees. There are a lot of things that are really interesting, but would be identifiable. “Meet me by the old pepper tree or something like that.” Utilizing some of our history and tap into Helen to help tell a story. First thing I thought bout was down by the bay where they have maps that show you where you are. Cabrillo National Monument shows you what you are looking at, and a lot of things that people who live here probably don’t even know about. Cost is going to be an issue at some point. Tying in historical features and existing elements would be smart. You could really do something special here.

Helen Ofield: It was an eye opener to see how many people have urban parks. Many linear parks are near water or rail line. Some examples in Fort Lauderdale, FL and Marion, OH. One key question is: are we going to have multiple types of users on the trail? Will walkers and cyclists share the path? [Mike Singleton responded by explaining that this would be a topic for later meetings, but a firm surface would be prioritized because it supports active transportation.]

Another example is Copenhagen, Denmark. If you are not on your toes you are walking in the wrong area people will ring their bells at you. Should be lots of wonderful landscaping that evokes the old orchards. Historical signage could let people know who actually had an orchard in this area of Lemon Grove. Path should be curved, should be interesting. Everything is a long

6.1.2 Working Group Meeting Records ~ Meeting two

straight line in Lemon Grove. Need things to walk under and around. Look down. Overhead. Water features. Unusually shaped concrete seating. Doesn’t have to be a bench for two. But prevents from people from sleeping on them. Arbors, pergolas. Exercise stations. Yes to pedestrian bridges. I loved the quotes thing: “quotable quotes.” Things that children could do. Get an old trunk and you paint it. A hands on thing that is different.

Working Group members also discussed the idea of using locally sourced and recycled materials as part of the construction. Children could collect bottles to incorporate materials.

3. Existing Conditions & Technical Base Map

KTU+A presented a series of 7 maps depicting existing conditions around the project area:

- 1. Zoning Map
- 2. General Plan Land Use Map
- 3. Bike and Pedestrian Collisions
- 4. Walkability in Lemon Grove
- 5. Density of Owner Occupied Housing Units
- 6. Bikeway Facilities in Lemon Grove –

Tim Thiele provided an overview and update of the technical base map that has been prepared as part of the project. The map includes elevation contours, planametrics (curb locations, trees, buildings, fire hydrants, etc.). Land surveyors also mapped property lines and easements in the project area. One thing to note is that when you walk there today it seems a lot wider than it actually is. This is probably because of the space on the edge of the road. This is largely adjacent to the City owned right-of-way and between the area to the fence that parallels the train tracks. This land is owned by MTS. New trail construction would require agreements with MTS and beefed up fencing. In most places the Main Street right of way is 40 ft or 30ft, but sometimes it is up to 60 ft on the southern end of the project area. Engineers are starting to input where all the utilities are located. Some will be constraints, some won’t. Above ground features may need to be moved, which is very expensive.

Mike Singleton: Are there any slivers left over from when MTS purchased the land from the railroads? (Leon: yes there are slivers.).

Q: Who maintains the ditch that runs parallel to the railroad? It is a city drainage facility on the railroad right-of-way.

There are also several utility easements in the south part of the project area. Those will exist in perpetuity unless utilities are moved (unlikely). More research is being done on the easement to understand the full picture.

Kevin & Patty Lawrence long-time residents shared their perspective on CONNECTING MAIN STREET. Their family home on San Altos Place abuts the utility easement south of Massachusetts Avenue. They said that there are 15-20 homeowners that have probably been the same for the last 30 years or longer. Need to show benefits to property owners that could include more usable land, double fencing, new fencing, retaining walls that provide more usable land, clean up the area, handle the homeless problem, reduce fire hazards with the palms and homeless, reduce trash dumping, control the motorized off-road uses that cause some problems, fix some drainage and flooding problems. Need to look closer at property ownership limits, encroachment into the easements, property value increase, access for property owners onto the trail from their yards is important. The easement area has never looked good, so if it can be spruced up by this project, it may be the only hope to make a real change, so this needs to be communicated

4. Public Workshop #1 Update

Matt Gelbman provided an update on the public workshop that will be held on Saturday, June 28th from 11pm to 1pm. Working group members were asked to help spread the word using a postcard that will be created for the workshop. The format and logistics for the workshop were also discussed. The next working group meeting will be the a practice for the public workshop.

5. Action Items & Working Group Assignments

- Crowdbrite Training ime for Working Group members on Monday, June 16, 2014, after 3:30 pm. Invite to follow.
- Next Working Group Meeting – Thursday, June 26, 2014 6pm – 7:30pm at Lemon Grove Community Center

6.1.3 Working Group Meeting Records ~ Meeting three



Date: June 26, 2014 (6:00-7:30pm)

Subject: Main Street Promenade Extension Planning Project
City of Lemon Grove
Working Group – Meeting #3

In Attendance: James Davis, Marie Venable and Roberta Cronquist (Working Group Members); Carol Dick and Leon Firsht (City of Lemon Grove); Mike Singleton, John Taylor and Alison Moss (all of KTU+A); Darin Dinsmore via phone (Crowdbrite)

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John Taylor kicked off the working group meeting with an overview of the meeting’s agenda and progress made since the last working. He explained that though Darin Dinsmore would not make it for the in-person working group meeting, he would be joining the group via phone.

Mike Singleton began the meeting with an overview of Saturday’s workshop agenda. He explained that attendees would sign in upon entering and then proceed to two interactive boards, the first on which residents would place a dot where they lived or worked (within the project area) and the second on which they could read about and respond to draft project goals (including drafting some of their own goals).

Mike then proceeded to rehearse the presentation, speaking to each slide briefly and providing some background - for the benefit of the working group members - on the relevance, to the public, of the information shared.

Where placeholder slides marked the time for group exercises and “report out,” Mike deferred to Darin, who explained what would occur during this time. He said that the groups, broken up by table, would spend 40 minutes doing various exercises on issues and opportunities related to the project area. Each group would spend the first 15 minutes focusing on the issues and opportunities of one corridor (North, Central or South); then the group would spend an additional 15 minutes identifying issues and opportunities on a second corridor. Darin also explained the “Big Ideas” exercise at some length, describing the task and the accompanying “cheat sheet.” He said that working group members would serve to facilitate discussion among the group and consultants would serve as scribes, inputting as much information into the CrowdBrite web tool as possible.

Darin explained some other tools he had developed for this project, including the interactive polling (to be conducting during the group exercise and administered by working group members) and the “drive through” video, an “animated” photo montage of the project corridor.

Leon mentioned that a simple series of street view images, at equal intervals, would be of use to him and likely many workshop attendees in understanding existing conditions, as well as opportunities, along the project corridor. Mike said that he would produce such a graphic.

Mike wrapped up the slide show and initiated a discussion about day-of roles and responsibilities. Consultants stated they would arrive at 9:00am, followed by working group members at 10:00am and the general public at 11:00. City Staff said they would be there setting up before 9:00am.

6.1.4 Working Group Meeting Records ~ Meeting four

Meeting notes for the Connect Main Street CAG (July 31, 2014 at 5:30 PM):

Attendees:
Consultants:
John Taylor (KTU+A)
Mike Singleton (KTU+A)
Darin Dinsmore (Crowdbrite)
Maria (Crowdbrite)

Working Group Members:
Marie Venerable
Hellen Ofield

City of Lemon Grove Staff:
Leon Firsht
Carol Dick

- 1) John Taylor gave an overview of the next major steps in the project, with the focus being on an open house meeting in early fall. John also provided an introduction and overview of the results of Workshop #1. Given the relative success of the Workshop, the team elected to conduct the next community meeting as an “Open House.” The Open House will feature exhibits about the project for further public input, and Crowdbrite will gain further input through polling. The team’s next focus is on opportunities and constraints and then on the park concept alternatives.
- 2) Darin Dinsmore gave an overview of the polling responses and discussed the range of answers. Darin asked the group if anyone was surprised by any of the answers. The group indicated that these were logical answers.
- 3) Darin/Crowdbrite reviewed results from Workshop #1 that had been received and then quantified. The results are now available on the website including graphs that show the numerical results. There was general discussion about the results received from Workshop #1, including an emphasis on uses that promote health.
- 4) John reviewed the original Vision Statement, Refined Vision Statement, and the process that was used to arrive at the Refined Goals. The Working Group gave input on the Vision Statements and a process was used to revise the statement with the participation of the group. It was noted that the revised statement would be put out to absent Working Group Members.

The group reworded the vision statement as follows:

The vision is to create a community corridor that supports active lifestyles and transportation choices by providing a safe, beautiful, and sustainable linear parkway that connects people, places and activities for generations to come.

5) Darin Dinsmore discussed changes in the goal statements and wanted to simplify and to make sure that these goals will also work as clear evaluation criteria for alternatives.

- 1. mobility options that support active healthy lifestyles
- 2. create a sense of place
- 3. enhance the natural environment
- 4. improve safety and access for all ages
- 5. improve connections between neighborhoods and business
- 6. respect property and improve property values

6) Mike reviewed the project framework diagram and graphic elements used to describe symbology to depict input received from the Working Group.

7) Mike reviewed design sections that might be applicable to design possibilities that would be of interest to the community on the future. The sections may be uploaded to the website for public input.

8) Mike played the drone video for the Working Group and City. The video was a low flyover capturing the existing landscape of the area on video. Darin cautioned the Group regarding privacy issues related to this type of video should be considered for web usage.

9) Darin reminded the Working Group that a bold vision will be important to act as a galvanizing element that will maintain the strength of the vision throughout the project.

10) Darin discussed outreach ideas with the Working Group in an effort to gain further input from residents on the project.

Action Items:

- a) Darin to arrange for the library staff to help conduct polling on a kiosk at the library.
- b) Carol to determine if the Council should weigh in on the vision and goal statements by adopting them.
- c) KTU+A to finish off updated canvas and send to Darin.
- d) Darin to finish off website for additional sticky input on the canvases.
- e) Darin to add drone video to website
- f) KTU+A to send out meeting minutes and have missing working group members review the minutes, vision and goal statements.

6.1.5 Working Group Meeting Records ~ Meeting five



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Date: November 4, 2014 (6:00-7:30pm)

Subject: Working Group Meeting: CONNECT Main Street Lemon Grove Project

In Attendance: Working Group Members: Helen Ofield, Marie Venable, James Davis and Richard Lee Cortopassi; Carol Dick and Leon Firsht (both of the City of Lemon Grove); and Mike Singleton, John Taylor and Alison Moss (all of KTU+A)

PROJECT UPDATE

John Taylor kicked off the meeting with his review of the recent project progress, including the development of three alternatives, a well-attended Open House and a recent meeting between the consultant team and MTS. John went into some detail on the topics of the meeting and described the overall tone as productive and cordial. Mike shared that he had spoken with Dennis (of MTS) who said that MTS was probably not interested in reconfiguring the roadway until redevelopment occurs. Dennis also directed KTU+A to look into “sliver pockets” (slivers of Union Pacific Rail) interspersed among MTS ROW. He suggested that the MTS buy the slivers from UP.

Parking Impacts

John and Mike asked Carol for a summary of recent discussions between the City and the public regarding the project. Carol explained that, at the request of the businesses near Main and Broadway, the city had undertaken a parking study. In the study they are looking at parking on private property and on the streets. The inventory has revealed that there are roughly 600 parking spots in the study area (downtown Lemon Grove?) and that the bakery alone has 23 spots. The City has found a parking occupancy level of roughly 47%, whereas 85% is ideal (for economic/land use efficiency). Marie chimed in, stating that during fieldwork she and James found the angled parking stall to be excessively long. Carol replied that the City has its own standards, which may entail longer stalls than required, but that these dimensions should be investigated. Discussion turned towards new development and its requirement to provide off-street parking. Carol replied that – actually – the Downtown Specific Village Plan (DVSP) allows for development to occur in this area and rely on on-street parking.

Mike mentioned that one likely change to the project alignment would be to move the trail at the north end from east/rail side of Main Street to the business side. Carol added that, whatever the ultimate project design, according to at least one Councilmember, parking should not define this project: “Parking does not lead what this city wants.”

REVIEW & DISCUSS PUBLIC INPUT ON THREE ALTERNATIVES

Mike kicked off the discussion by reviewing public input through the Open House and Crowdbrite online polling. Mike framed one of the major design decisions before the working group: did the working group prefer one dual use (bike/walk) path or a walking/jogging path and a parallel Bike Boulevard facility. Much of the discussion focused on the challenges surrounding designing around the Massachusetts Ave; an area where walking and biking may naturally split. The working group generally agreed that the bike/ped bridge between Main Street and San Altos Place would provide a route that was too circuitous and would not be used.

Development at Mass Ave



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James asked about the “look and feel” of the new development (Valencia). He expressed concern that this project acknowledge other existing plans and provide a cohesive design. Carol replied that the Uhaul site/Mass Ave area will be a mixed use development. It will look like a planned development, but there will be some variation in housing, including four different models. She added that as the landscaping matures, the project should appear less uniform. Included in this development will be a natural trail.

Mike asked about expected traffic increases as a result of the development; Carol replied that great increases are not expected.

Helen asked for an update on outreach from KTU+A. Mike replied that “we need to do better” with respect to outreach to be considered successful. He said that we should be reaching roughly 5% of the population.

Mike re-broached the subject of a bike boulevard and path versus a dual use path. James asked if we could come up with a solution that is likely to succeed, not so far out that it’s untenable. Mostly, he expressed concern that this project might conflict with impending plans and new development.

Marie gave her perspective that she would not want to ride bikes with kids on a separated path along the southern end of the corridor. She feels that it’s too remote for people to want to bring their kids. James offered that it might be useful to consider what people with kids would be willing to do; maybe they could design certain segments to be family friendly, where families would be likely venture. Richard offered that he’d seen many families with young kids on the trail along the southern end (and that they enter the trail directly from their traiside homes).

Some expressed concerns about lighting and crime along the trail. Mike suggested some possible design treatments to address these concerns. Questions were also raised regarding trail surface type, including benefits and shortcomings of each.

Discussion shifted north to Broadway. Mike got fairly strong buy-in from the working group about the RBF-recommended partial closure of Main Street at Broadway. Carol suggested that the closure might extend all the way to Central. Leon and Carol both agreed about the feasibility of using part of the Police Department parking lot for a park expansion. It was also agreed that the segment from San Pasqual to the southern end of the project was a good opportunity for street closure and park creation.

Near the end of the meeting, the working group finally achieved some degree of agreement on what to do on the southern end of the project (Mass Ave-south). The group would poll residents for their preference among two basic alternatives: (1) one dual-use trail behind their homes or (2) a bike boulevard-type facility for cyclists and pedestrians (on San Altos Place).

Action Items

- KTU+A to make a flyer discussing project benefits for the working group to use while canvassing residences in the southern end of the project. (Deadline: Roughly 4 weeks from present meeting.)
- After receipt of the flyer, working group to schedule dates to canvas the 48 houses along the San Altos portion of the corridor.

6.1.6 Working Group Meeting Records ~ Meeting six



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Date: March, 12th, 2015 (6:00-8:00pm)

Subject: Main Street Promenade Extension Planning Project - Meeting between Project Team and Working Group (Carol, Marie, Helen, Graham, and others).

In Attendance: Carol Dick, Graham Mitchell, Marie, Helen Offield, & two others (City of Lemon Grove); Mike Singleton, John Taylor and Stephen Nunez (all of KTUA+A)

Mike discussed the progress made on the Main Street Promenade project mentioning KTUA+A’s development of concepts at the Broadway and Massachusetts ends for presentation and vetting through MTS, KTUA+A’s application for a park grant for the area from Massachusetts through San Pasqual, and KTUA+A’s work on bringing the full trail alignment into an AutoCAD drawing.

Mike began discussion of the design concept for the Northern portion of the trail from Broadway to Pacific next.

- Graham Mitchell mentioned his concern regarding loss of parking but was reassured by Mike’s response that our concept adds a space to the existing 20 spaces.
- Mike explained how the 15’ ROW dedication will work in relation to any future development
- Helen brought up the Grove Pastry’s concern about its customers being able to make a right turn off of Broadway. Mike explained that the concept preserves a right turn out of the parking lot in front of the Smoke Shop, but does close Main St. off from Broadway.
- Graham commented that there is a trade-off for the Grove Pastry owners in that KTUA+A’s concept moves the bus away onto the street which they would like, but closes Main St. at Broadway which is a design move that they will not be favorable towards. He expressed his belief that customers will be able to quickly figure out the new street configuration and adapt to it.
- One of the working group members commented that people already avoid the right turn off of Broadway onto Main St. as it is.
- Graham commented that he thinks it will be hard to get grant money for the portion of the design from Broadway to Pacific, and that it may work out better in terms of public resistance to phase this portion of the project in later anyway.

Mike next described how the bike and pedestrian trails will work from San Altos Place through the Massachusetts’s trolley station.

- Mike discussed crossing options at Massachusetts and the placement of bus stations on Massachusetts rather than within the trolley station.
- One of the working group members commented about lighting along the trail where it runs behind the San Altos homes. Mike responded by explaining the options and issues for lighting



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along the trail including a discussion of motion-sensitive lights, the need for a consistent level of lighting, and the possibility of providing no lighting at all along this portion of the trail.

- Graham expressed his concern for the maintenance costs of the lighting along the trail, and the possibility of the vandalism/destruction of any lighting features implemented.
- Marie commented that a sunrise/sunset usage limitation rule for this portion of the trail could prevent unwelcome activity during the night and allow police officers to write citations for any individuals who tend to loiter in the area. This approach would also remove the need for lighting along this section of the trail.
- Leon asked if KTUA+A was proposing a fence between the trail and the existing creek where it runs behind the San Altos homes for safety. Mike replied that if a fence was implemented it would be a simple wood and cable fence to keep costs down and visibility of the creek area up.
- Leon asked whether KTUA+A would be adding retaining walls along the trail where it runs behind the San Altos homes to deal with the slope. Mike responded that we would be working with the existing grades for the most part and perhaps planting the slope with natives to add aesthetic value and erosion control.

Discussion of the street closure at Massachusetts and the park area North of San Pasqual

- Mike described the design features in this area
- Carol comments that the street closure area between Massachusetts and San Pasqual would be the best area to put park features that could create a lot of noise because of its distance from existing homes.

Discussion of the trail from San Pasqual to Mt. Vernon Street

- Mike began with a brief description of the features along this portion of the trail.
- Leon mentioned that we should take advantage of the existing creek. Mike responded by suggesting that the creek improvements be handled through stormwater quality mitigation funds.
- The working group spent some time discussing the potential use of stormwater quality mitigation funding. As a whole the working group was very positive about using these funds and improving the water treatment capabilities of the existing creek.

Discussion of the street closure and park space stretching from Mt. Vernon to Davidson Street

- Mike described the basic features of the street closure and park space highlighting the outdoor exercise stations and the potential continuation of the historical theme from the existing project North of Broadway.
- The working group responded positively to the idea of adding exercise stations along this portion of the trail. Helen pushed for the use of Kumeyaay themed interpretive stations.



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RLA 2342 • 2386

- Carol suggests that the road alignment from Main St. to Buena Vista Avenue be adjusted to allow the park space to be moved further away from the existing homes.

Discussion of the street closure and park space from San Miguel to Burnell Avenue

- Mike highlights two key concerns for this area, preserving access to the single residence between Olive and Main Street, and the loss of access to two entrances to First Baptist Church of Lemon Grove's (FBCLG's) parking lot.
- Mike asked the working group whether FBCLG's parking lot is usually full. Most members said that it is largely empty most of the time. Helen commented that during certain event days, the parking lot fills up and parking is difficult to find all through the neighborhood.
- Graham mentioned that he recently talked with FBCLG's pastor, Jeff Lettow, and found that Jeff was excited about the prospect of park improvements being added nearby.

Discussion of DG trail from Central to Pacific

- Mike described the potential design strategies that could be used in this portion of the trail including improving the existing sidewalk and directing pedestrians there, and adding a small D.G. trail next to the trolley tracks which would cross the street at the Civic Center Park and Lemon Grove City Hall. He went on to describe the potential design improvements that could be made to Civic Center Park, adding pathways and taking back a portion of the adjacent police parking lot.
- The use of an encroachment easement to bring the D.G. trail through the Union Pacific Railroad property was also discussed.

At this point Mike opened the discussion to the working group members, asking them for their comments and feedback.

Helen brought up her two main concerns which were, preserving the right turn off of Broadway onto Main St. and the safety of San Altos residents from burglaries. She was concerned that people might come off the trail running behind the San Altos homes and break into them. Helen went on to comment that she was strongly in favor of the idea of adding interpretive spaces relating to the Kumeyaay Indians into the project.

The working group liked the idea of adding art portals and gateways along the trail.

The working group discussed the general resistance to change common in communities like Lemon Grove, even if the change is positive. One of the working group members commented that the road closures were a great idea but that there would be no way of telling if they would be successful or not until they were built. The proximity of the road closure spaces to existing homes was brought up as a concern.



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Mike explained the flexibility of KTUA+A's design and how it can be phased in such a way as to build momentum and work through any public resistance that arises. He emphasized the use of evolutionary versus revolutionary change.

Next Steps:

- KTUA+A to complete AutoCAD drawings of the trail corridor
- Three-part phasing diagram for the Broadway to Pacific concept to be completed

6.1.7 Working Group Meeting Records ~ Meeting seven



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Date: July 20, 2015 (6:00-8:00pm)

Subject: Main Street Promenade Working Group Meeting

In Attendance: Carol Dick and Kathi Henry (City of Lemon Grove); James Davis, Marie Venable, and Richard Cortopassi (working group members); Mike Singleton, John Taylor and Stephen Nunez (all of KTUA+);

Mike began the meeting by going through the first portion of the conceptual package, discussing the design diagrams at the beginning of the package and each of the 3D sections in turn. After covering these items he opened the floor for any comments from the working group.

Carol mentioned the success of the dog park in Berry St. park and suggested that the proposed dog park would be well received by the community.

Marie asked where tot-lots were being proposed along the corridor. Stephen pointed out the three locations on the Promenade in which tot-lots are indicated as well as a few of the other play areas for older children.

Getting no further comments, Mike went on to go over the design treatments diagram and the series of gateways that are used to set off the various themes of the spaces. After addressing these, Mike went on to briefly cover the color plan drawings, describing the design features as he went. When finished he once again asked the working group for their feedback and comments on the drawings.

James asked about how the project will be phased and what the next steps are to move the project forward. Mike explained the process by which the project will proceed including the following stages:

- Further refining of the AutoCAD plan drawings, cost estimates, an evaluation of parking along the Promenade, and the development of an Environmental Impact Report for the corridor.
- Taking the project to a contractor to get a rough bid estimate for the project.
- Gathering funding through grants, water quality mitigation funds, and other sources to build the project.

Mike also made some suggestions about which portions of the project should be constructed first, indicating that the implementation of the bike boulevard and D.G. trail should be a primary goal. He also remarked on the importance of creating a continuous trail system not one that stops and starts erratically.

James noted that he is excited at the prospect of having walking facilities in Lemon Grove as currently the pedestrian is often forced to walk along busy roads to get from place to place.

Marie suggested that we include more lemon trees along the corridor to speak to the city’s main icon and logo. She also agreed with Mike in his assertion that building the D.G. trail system and bike boulevard should be a priority in order to attract more grant money and keep the project momentum going.



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Mike brought up a similar past project which used the conceptual package KTUA+ created to bring in over 6 million in grant money.

Kathi mentioned the importance of addressing the ADA advocate group and suggested KTUA highlight features such as the Kumeyaay-themed spaces that will get special-interest groups on board with the project.

Kathi brainstormed ways to keep the city council’s attention while the Promenade plans are discussed. Mike suggested that a 3D model be utilized to quickly take the council members through the corridor design in a readily understandable way.

James asked about how lighting is being addressed along the corridor, bringing up the low lighting levels he has experienced when walking home from the trolley station. Mike answered James by directing him to the table on sheet B which indicates the types of lighting proposed along different portions of the trail. He also noted that, to be effective, the lighting must be regularly spaced to provide an even lighting experience, which would create a substantial added cost to building the trail. Carol mentioned that the sheriff’s vote was to provide lighting along the entire trail corridor.

Marie asked about whether native plantings and habitat are being added along the trail corridor. Mike replied that we will be going into more detail on plant species later in the process, and also mentioned that we are currently suggesting the use of several native tree species.

James asked how he and the other working group members could push the design concepts forward to get them implemented. Mike suggested he write letters to the city council members to encourage them to consider the design concepts for Main Street.

Carol asked for the working group’s opinion on which portion of the Promenade should be built using the grant money currently available to the city.

- Kathi suggested completing one of the proposed gateways.
- Marie suggested beginning with the D.G. trail would be best.
- Mike suggested that the Kumeyaay garden area would be a good place to start. Carol reminded him that a few of those living adjacent to this space were strongly opposed to any park development there and might put up some resistance.
- Mike made a second suggestion that the Broadway plaza be implemented first depending on the grant’s flexibility.

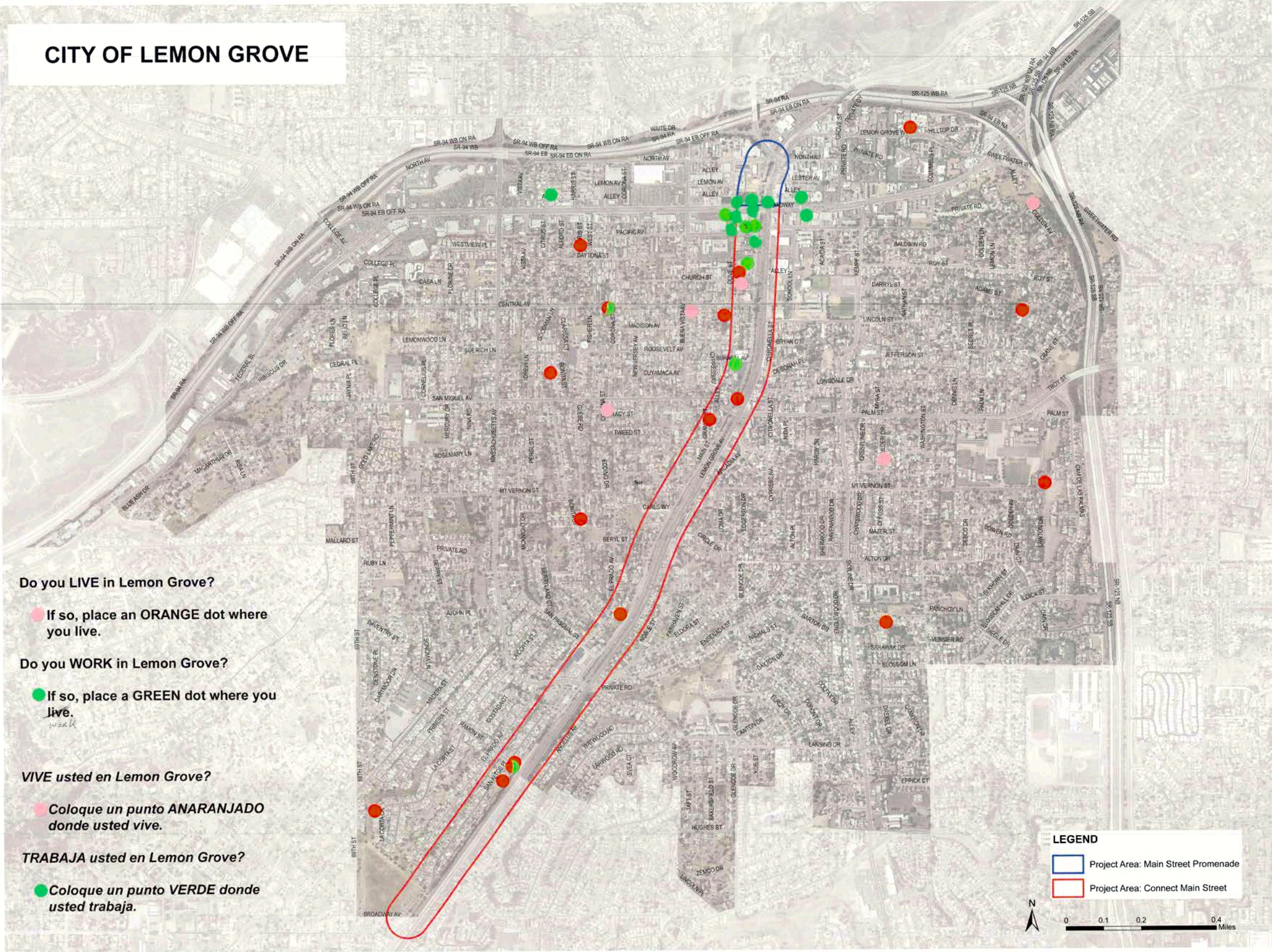
After this discussion Mike wrapped up the meeting.

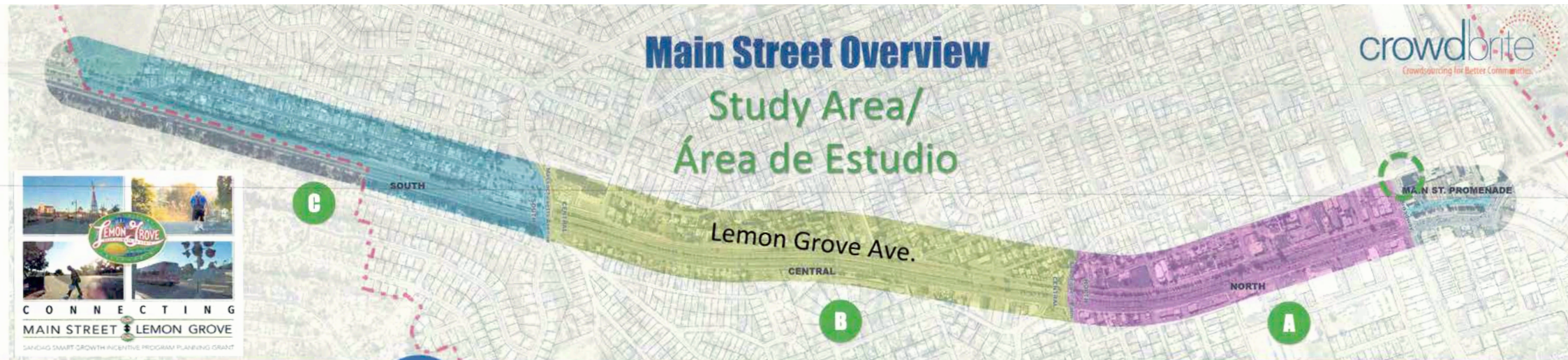
Action Items:

- Carol asked that if the working group has any further ideas for the use of the current grant money at the city’s disposal that they contact her via email.

6 | Appendix B

6.2.1 Workshop One ~ Comment boards





What is Your Vision? 1

Draft Goals 2 3

Objetivo

My Vision is

The vision is to enliven the corridor by providing a safe and beautiful place that connects the commuting, recreational, economic and social activities of the city. The design will focus on the shared circulation of bicycles, pedestrians, and vehicles. The project will encourage interaction, improve health and create an amenity for generations to come.

La visión es

La visión de este proyecto es animar el camino mediante la adición de un espacio seguro y hermoso que conectará las actividades sociales, recreativas, y económicas de la ciudad. El diseño se concentrará en la circulación compartida de bicicletas, peatones y vehículos. El proyecto animará interacciones, mejorará la salud y creará una amenidad para generaciones futuras.

It should have benches and taller to relax + picnic

Vision is important but accomplishment is more important. Make sure the vision is realistic and attainable.

Add more sidewalks in Lemon Grove.

MAINTENANCE OF TREES. SHADE IN ANY SEATING AREAS

Swimming Pool

Should we Strengthen?

¿Debemos Fortalecer?

1 Put Post-it Notes in this box with additions and changes

1 Ponga Post-it Notes en este espacio con sus adiciones y cambios

If you like a goal statement, put a star next to it

Si está de acuerdo con el objetivo, ponga una estrella al lado de él.

If we are missing something, put it on a post it note or write it in

Si hace falta un objetivo, ponga su comentario en una nota.

- 1) Create a multi-modal transportation & recreational trail
- 2) Encourage transit, pedestrian and bicycle trips
- 3) Connect neighbors, neighborhoods, businesses & people
- 4) Create a sense of place
- 5) Create an improved park setting
- 6) Continue to provide maintenance and emergency access
- 7) Improve pedestrian and bike safety at trail crossing points
- 8) Address flooding and drainage issues
- 9) Enhance the natural environment
- 10) Provide public art and educational opportunities

1. Crear un transporte multimodal y camino recreativo
2. Promover viajes de tránsito, peatonales y de bicicletas
3. Conectar vecinos, barrios, negocios, y la comunidad
4. Crear un sentido de lugar
5. Crear un parque con ambiente mejorado
6. Continuar a proporcionar mantenimiento y acceso de emergencia
7. Mejorar la seguridad peatonal y de bicicletas en puntos de cruce
8. Dirigir las cuestiones de inundación y drenaje
9. Mejorar el ambiente natural
10. Proporcionar oportunidades educativas y de arte públicas

Safe accessibility to businesses & Parking

Improved facilities: bathrooms /

Safe Place - Reduce Vandalism

Efficient on + off ramps to LGIA to 94 East + West

★ ENHANCE CULTURALLY RELEVANT DESIGN

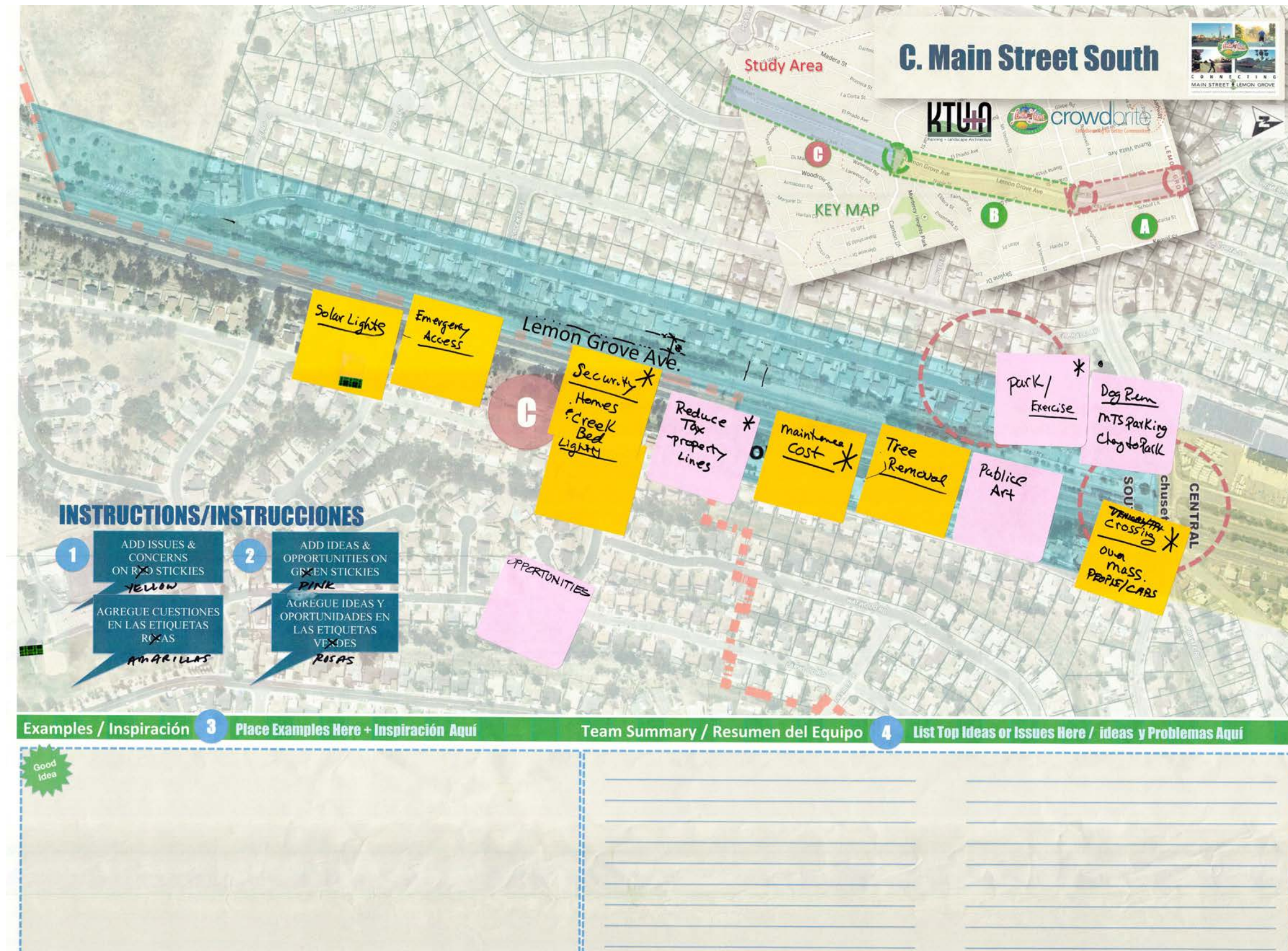
Improve & retain vehicular access to businesses on Broadway w/o traffic congestion

Adequate facilities; especially lack of restrooms

South: Maintain parking for business owners

IMPLEMENTABLE PLAN & COST

6.2.1 Workshop One ~ *Comment boards*



6.2.1 Workshop One ~ *Comment boards*



1 ADD ISSUES & CONCERNS ON ~~BLUE~~ STICKIES
YELLOW

2 ADD IDEAS & OPPORTUNITIES ON ~~GREEN~~ STICKIES
PINK

AGREGUE CUESTIONES EN LAS ETIQUETAS ~~VERDES~~
AMARILLAS

AGREGUE IDEAS Y OPORTUNIDADES EN LAS ETIQUETAS ~~VERDES~~
ROSAS

ADD ISSUES &
CONCERNS
ON ~~RED~~ STICKIES
YELLOW

AGREGUE CUESTIONES
EN LAS ETIQUETAS
~~ROJAS~~
AMARILLAS

ADD IDEAS &
OPPORTUNITIES ON
~~GREEN~~ STICKIES
PINK

AGREGUE IDEAS Y OPORTUNIDADES EN LAS ETIQUETAS VEXXES *RASAS*

**CONNECTING
MAIN STREET & LEMON GROVE**

Study Area

El Prado Ave

KTU+



Golden My
crowd



need barrier *
between
bike path/ped
from fast
traffic

NEED
PLACE TO
WAIT, & BIKE
SAFELY

Solar panel
Shade
Structures
to support
night lighting

need
access
to water

opening up
areas kids
unwanted out
of bushes



Trees for
Shade not
eucalyptus



to be able
bikes, walk
and seed
with our
since no other
places like this

Have trace
Police make
sure that the
disturbance will
not get to
the safety.

ound
s court
er par
cer ~~and~~
fields.



water station

go past
train

LG HEALTHIER
HAVE AREA
WE CAN ALL
USE FOR FAM.
EXERCISE & REC

ISSUES

opportunities

Examples / Inspiración **3** Place Examples Here + Inspiración Aquí Team Summary / Resumen del Equipo **4** List Top Ideas or Issues Here / ideas y Problemas Aquí



Good Idea

TEAM LUCERO ③

Team Summary / Resumen del Equipo 4 List Top Ideas or Issues Here / Ideas y Problemas Aquí

6.2.1 Workshop One ~ Comment boards

1

ADD ISSUES & CONCERNS ON RED STICKIES
YELLOW
AGREGUE CUESTIONES EN LAS ETIQUETAS ROJAS
AMARILLAS

2

ADD IDEAS & OPPORTUNITIES ON GREEN STICKIES
PINK
AGREGUE IDEAS Y OPORTUNIDADES EN LAS ETIQUETAS VERDES
ROSAS

Study Area

Main Street Central

KTU+
Planning + Landscape Architecture

crowdignite

MAP

Shade garden by Union

Shade garden by Union

ISSUES

• TRASH
• LOW VEGETATION
• TRASH PICKUP
• WEATHER PLANNING
• WEATHER TREATS
• HOMELESS PEOPLE

OPPORTUNITIES

• BIKES
• BIKES
• ARTWORK
• WATER FEATURE

WE NEED SOME MORE BENCHES IN THE CITY PARK THESE COULD BE DOWN BY MAIN ST.

PROVIDE PLANT OF TRASH CANS + RECYCLE CANS WATER FOUNTAINS

Natural, xeriscape plants No grass!

Place for the homeless in North part

NICE FOR DOG WALKERS! PROVIDE BOXES FOR BAGS - MANY ENCOURAGE USERS TO BRING DONATED BAGS IF BOXES ARE PROVIDED.

Hidden wading pools Adult space maybe one

Will this mellow parking on main when people now use for parking by their home?

Good Idea

Examples / Inspiration

Examples

Summary / Resumen del Equipo

4

List Top Ideas or Issues Here / Ideas y Problemas Aquí

V-I | 75

1

~~ON KIDSTICKIES~~
YELLOW

AMARILLAS

2

~~GREEN~~ STICKIES
PINK

ROSAS

Study Area

KTU+

KEY MAP

B

CENTRAL

17th April

Improve
un developed
land

Lighting X
minifence X
Clean up X
Creek

Lem

Lighting *

- fire danger
- woods/mal
- street pot
- street signs
- clear creek up

Lighting
walkways
park settings

CENTRAL

San Altos
Team
(#?)
6

ISSUES

3

and

4



Good Idea

6.2.1 Workshop One ~ Comment boards

1

ADD ISSUES & CONCERNS ON RED STICKIES
~~RED~~
YELLOW

AGREGUE CUESTIONES EN LAS ETIQUETAS ROJAS
~~ROJAS~~
AMARILLAS

2

ADD IDEAS & OPPORTUNITIES ON GREEN STICKIES
~~GREEN~~
PINK

AGREGUE IDEAS Y OPORTUNIDADES EN LAS ETIQUETAS VERDES
~~VERDES~~
ROSAS

Study Area

Main Street Central

KTU+ crowdfunder

KEY MAP

Opportunity - PLACE FOR CATERING CONCERNS OR??

Opportunity - PLAY GROUNDS FOR THE KIDS

Opportunity - UNUSED PARKING MASSACHUSETTS STATION

Opportunities - WATER PARK - LIKE SANTIAGO LANE

Opportunities - EXERCISE EQUIPMENT

ISSUE - BIKE SAFETY ALONG MAIN ST.

ONLY VEHICLES ON EXISTING PAVED PORTIONS

Massachusetts Avenue

SOUTH

Lemon Grove Ave.

CENTRAL

CENTRAL

SAN MIGUEL / PALM

NORTH

Examples / Inspiración

3

Place Examples Here + Inspiración Aquí

Team Summary / Resumen del Equipo

4

List Top Ideas or Issues Here / ideas y Problemas Aquí

Good Idea

High Fences to keep people from riding into traffic + going onto trolley tracks.

6.2.1 Workshop One ~ Comment boards

1

ADD ISSUES & CONCERNS ON RED STICKIES
~~YELLOW~~

AGREGUE CUESTIONES EN LAS ETIQUETAS ROJAS
~~AMARILLAS~~

ISSUES

2

ADD IDEAS & OPPORTUNITIES ON GREEN STICKIES
~~PINK~~

AGREGUE IDEAS Y OPORTUNIDADES EN LAS ETIQUETAS VERDES
~~ROSAS~~

OPPORTUNITIES

A. Main Street North

Study Area

KEY MAP

MAIN ST. PROMENADE

Lemon Grove Station

San Miguel / Palm

CENTRAL

NORTH

Lemon Grove Ave.

NORTH

TEAM #2

6"

8"

24"

48"

RE-DIRECT TRUCK TRAFFIC AWAY FROM PARKING LOT

RE-DIRECT TRUCK TRAFFIC AWAY FROM HISTORIC BUILDINGS AS MUCH AS POSSIBLE

USING HISTORIC BUILDINGS AS COMMUNITY ART & ARTISTS AREA

DOG PARK

Parking lot

More lighting safety

STABLE OF PROFESSIONALS TO USE WITH BUILDING IMPROVEMENT PAINTING CO. SIGNAGE MAKER WINDOWS

BUILDING ENHANCEMENT INCENTIVES BY VOLUNTEERS ON COLOR / SIGNAGE BUILDING INTERIOR STRUCTURE IMPROV.

CREATED REFERENCE SOURCE FOR CITY CITIZENS + PROFESSIONALS

How many? Transit users? Bus friendly? Not just buses or residents #3

Good Idea

3

Examples / Inspiración

Place Examples Here + Inspiración Aquí

4

Team Summary / Resumen del Equipo

List Top Ideas or Issues Here / ideas y Problemas Aquí

*GOOD LIGHTING PEDESTRIAN SCALE

*PEDESTRIAN BRIDGE

*Community Arts! (S.D. Museum)

*MULT-USE PATHW/ NATURAL SURFACE TRAIL

*SAFE ACCESSIBLE PARKING (DOWNTOWN AREA)

*BATHROOM FACILITIES ALONG TRAIL

*OFFER DOGGIE STATIONS ALONG TRAIL

V-I | 79

1 ADD ISSUES & CONCERNS ON ~~NO~~ STICKIES
yellow
AGREGUE CUESTIONES EN LAS ETIQUETAS ~~ROJAS~~
AMARILLAS

2 ADD IDEAS & OPPORTUNITIES ON ~~OPEN~~ STICKIES
pink
AGREGUE IDEAS Y OPORTUNIDADES EN LAS ETIQUETAS ~~VERDES~~
ROSAS

CONNECTING
MAIN STREET & LEMON GROVE

Study Area

KEY MESSAGE



THERE IS NO WAY
TO CROSS FROM
MAIN ST BETWEEN
BROADWAY AND
CENTRAL.

THE ABILITY
TO TURN RIGHT
ON TO LEMON
AVENUE
FROM BROADWAY
WHEN THE TRAFFIC
LIGHT IS RED

TRAFFIC
FLOW BOTH
VEHICULAR &
PEDESTRIAN
AT MAIN ST
& 2ND
EAST TRAIL

Warning Red
T-ubal King

Stanton Grove
along Broadway to
intersection and
Lemon Grove
Cameras at
Surveillance
Install

CREAT A *
SAFER INTERSEC-
TION AT BROADWAY
+ LEMON GROVE AVE
+ MASS + L.G. AVE
FOR PEDISTRIAL +
VERTICAL FLOW

PEDESTRIAN
IMPROVEMENT *
@ TROLLEY
1/2 CENTRAL AVE,
SOUTH SIDE

THAT'S BACK UP
AT CENTRAL +
MAIN ST +
LEMON GROVE AND
BECAUSE OF
TRAFFIC

BEGIN *
IMPROVEMENTS
WHERE NONE
CURRENTLY EXIST
I.E. SO. OF
SAN MIGUEL

IMPROVEMENTS
SHOULD BE *
ADDRESSED
RELATIVE TO
MAINTENANCE

Plant. I try to
for really track
decoration or
to create barrier

3 Place Examples Here + Inspiración Aquí

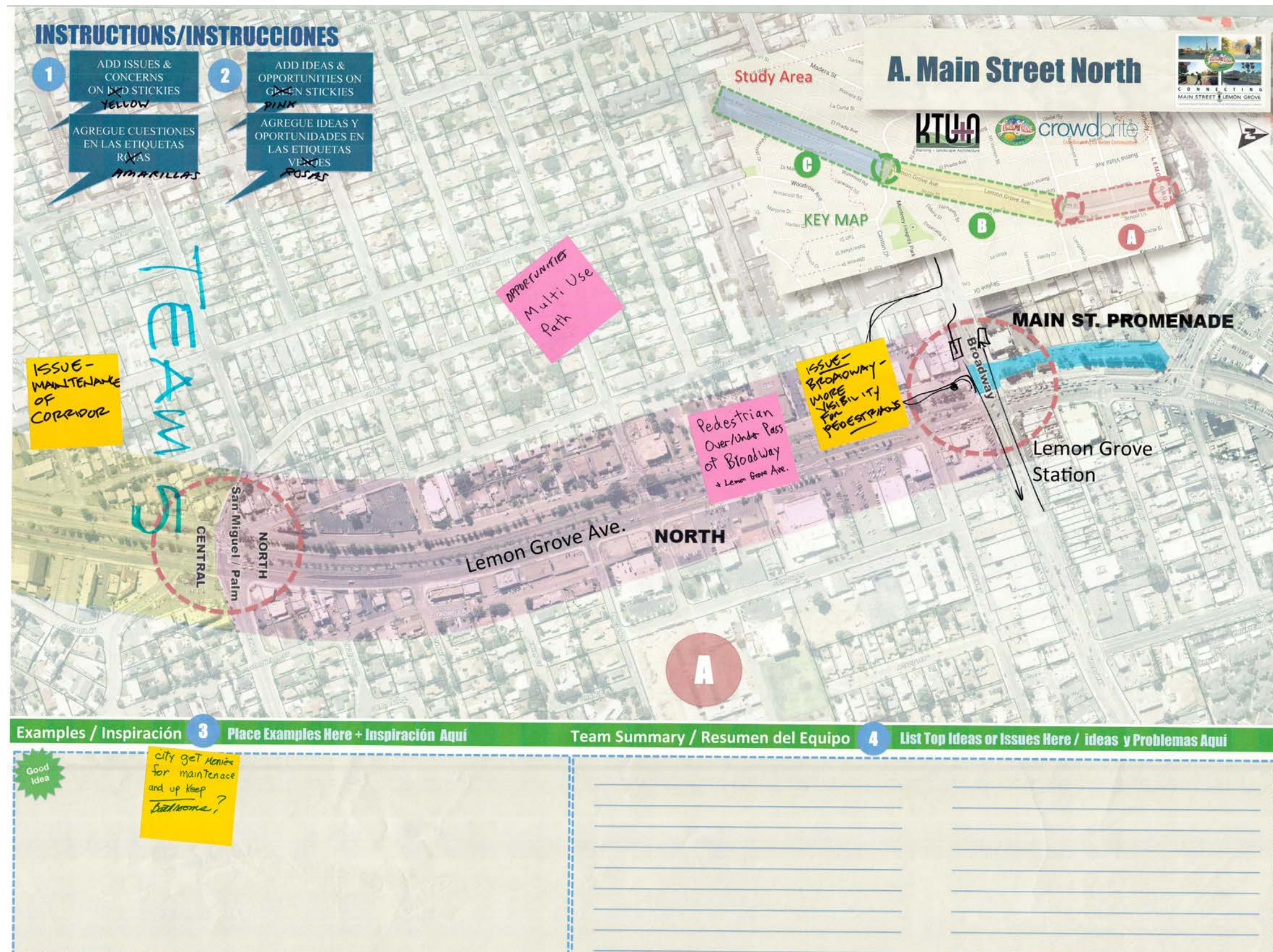
4 List Top Ideas or Issues Here / ideas y Problemas Aquí



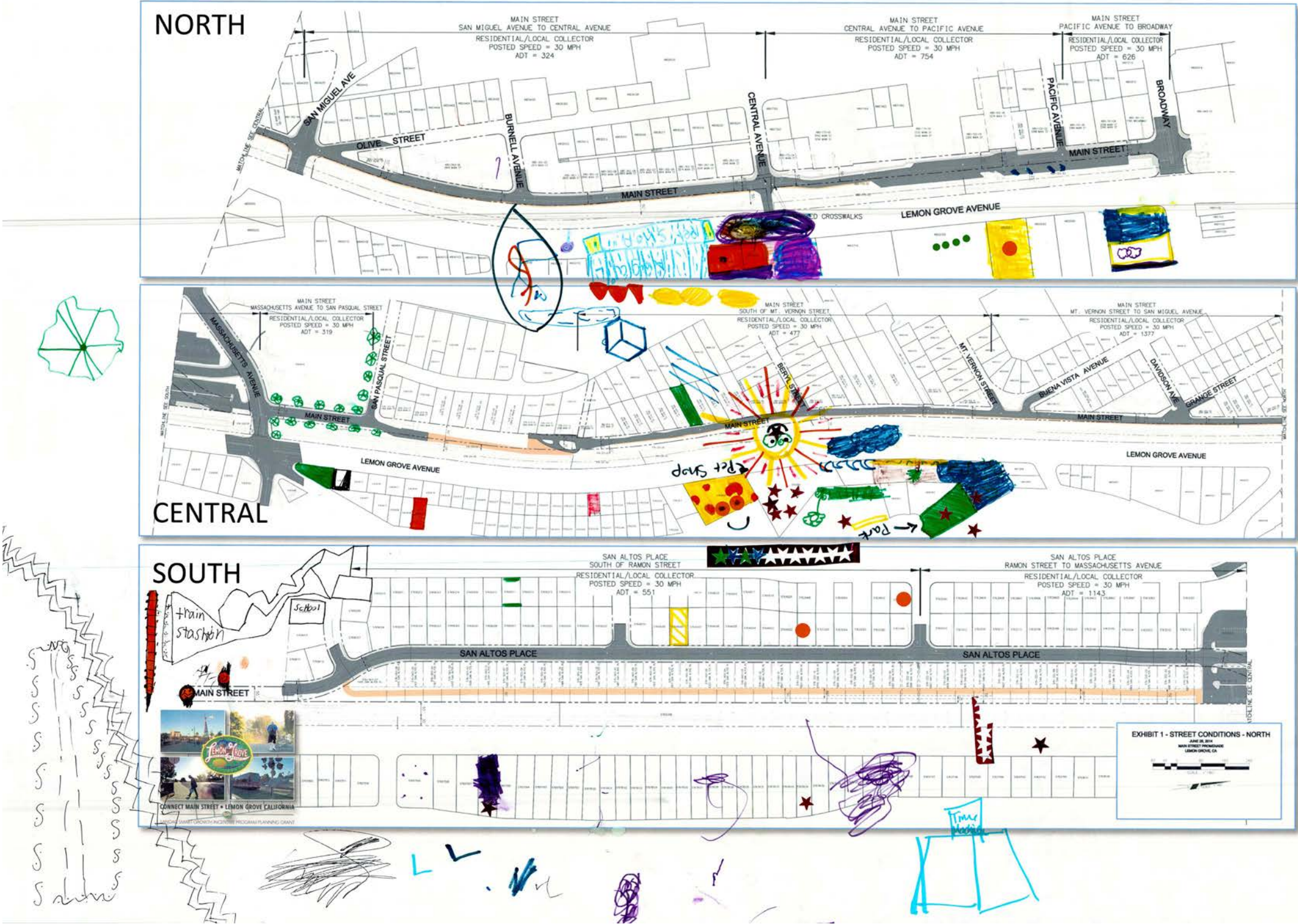
- ① Pedestrian conflicts @ Broadway & control
- ② Improvements must take maintenance into account
- ③ Need buffer between trail users and roadway for kid & adult safety.

- Byron (1) Begin Improvement where they are fully missing, not just where they exist
- Melrose (2) Make Lemon Grove healthier by providing facilities
- Stowe (3) Improve key intersections to solve safety problems and traffic flow

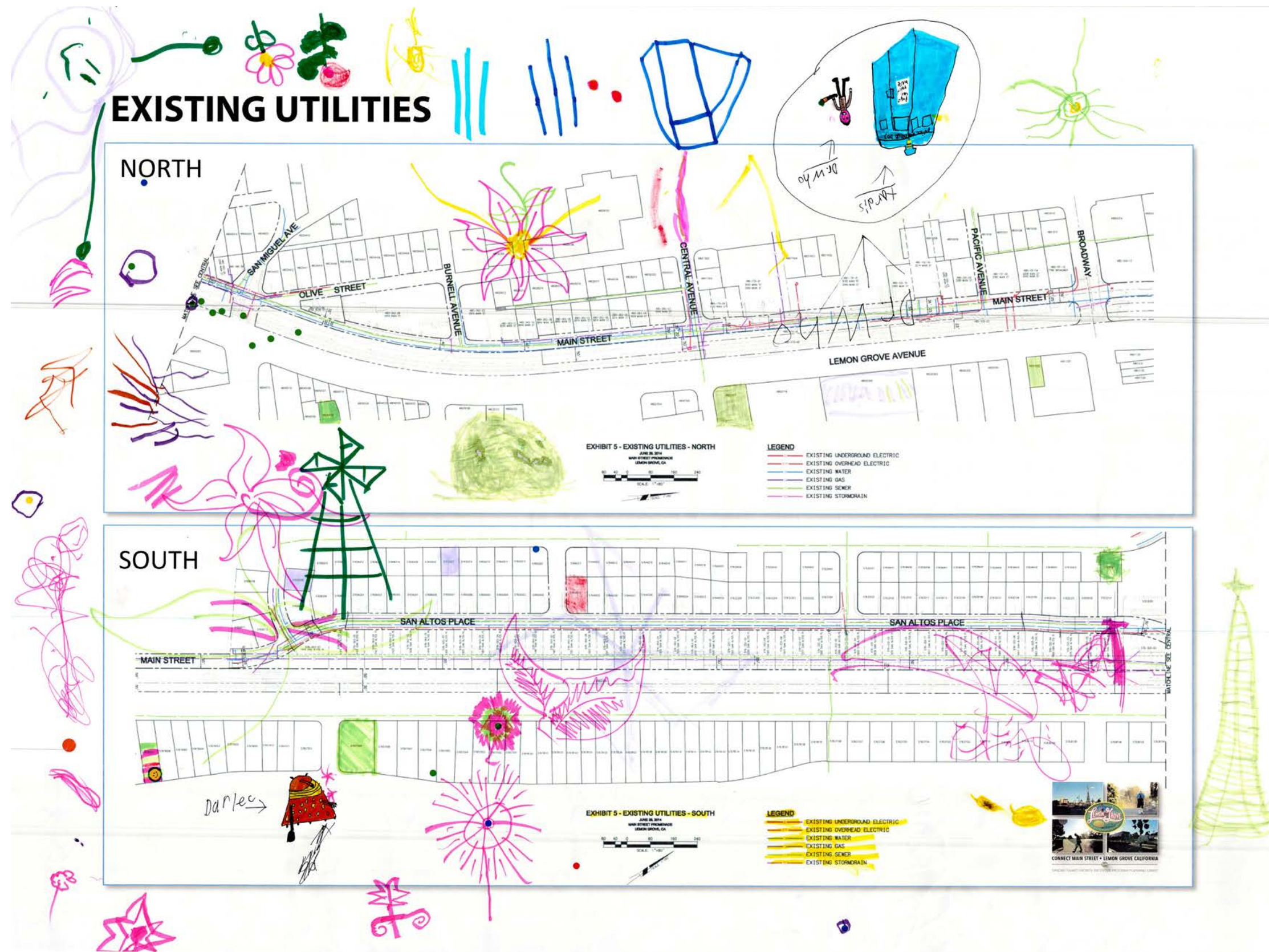
6.2.1 Workshop One ~ *Comment boards*



EXISTING STREET CONDITIONS



6.2.1 Workshop One ~ *Comment boards*



6.2.2 Workshop One ~Big Idea cards

Concept/Project: (Title) ART PLAYGROUND

Description:
PLACES FOR KIDS TO
EXPLORE AND PLAY
YET ATTRACTIVE TO
EVERYONE

GOOD SIGNAGE.
MARK DISTANCES.



Key Features:
ACTIVE
GOOD COLORS
INDISTRUCTABLE
NO SKATEBOARDS.

Advantages / Benefits:
IT'S INVITING!



Source:

4

Concept/Project: (Title) ARTS CULTURAL CENTER

Description:
HISTORIC BUILDINGS
& EXISTANT PARK
AS HUB OF
ARTS/CULTURE
(REFRESHMENT STAND)
LEIGH HOUSE AS
FINE/PERFORMING ARTS
CENTER: GENERATING \$
and community ACTIVITY



Key Features:

Advantages / Benefits:

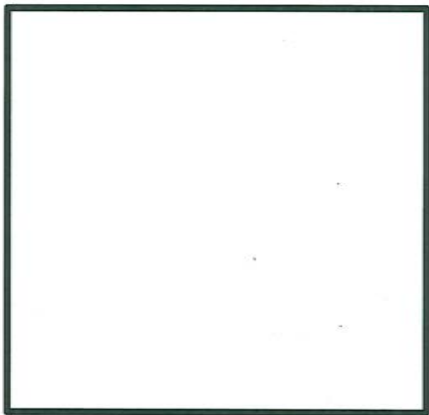


Source:

6.2.2 Workshop One ~Big Idea cards

Concept/Project: (Title) Doggie walk

Description:
offer a few
Doggie stations
throughout
the corridor
w/ Bags + cans
Nicely done
Blending in w/ plan



Key Features:

Enhances walking

Advantages / Benefits:

Builds community
as for dog lovers

Source:



Concept/Project: (Title) Exercise stations

Description:
These should be to
help people stretch
out and develop muscle
core strength.



Key Features:

Should be every 1/4
mile. For various
ages, and abilities

Advantages / Benefits:

- Health
- Social Interaction
- Creates public space

Source:



Concept/Project: (Title) Family fun

Description:
Shaded hard path
with water, art
benches + lighting
pooch pockets
street
corner amphitheater



SOLAR SHADE OR TREES
FOR WALKWAY TO KEEP
IT COOL.
NIGHT LIGHTING



water
& humans
& dogs



A place
to rest

Key Features:

Advantages / Benefits:

public art needed
by public!



Source:

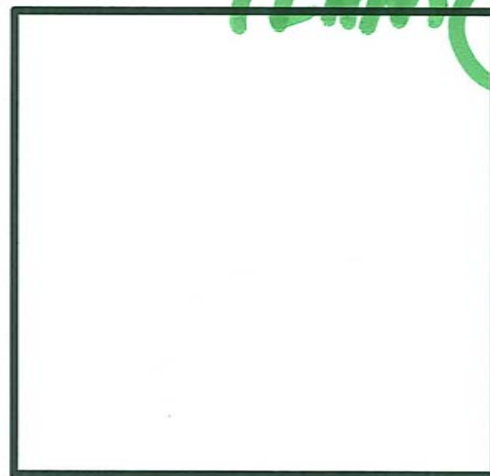


Concept/Project: (Title) Exercise

Description:
Swimming Pool
in North Area
Ball park or wind
energy
Art + Sculpture / Green
Natural plantings
Musical theatre with Park

xeriscape

TEAM 4



Key Features:

Advantages / Benefits:

Source:



6.2.2 Workshop One ~Big Idea cards

Issue

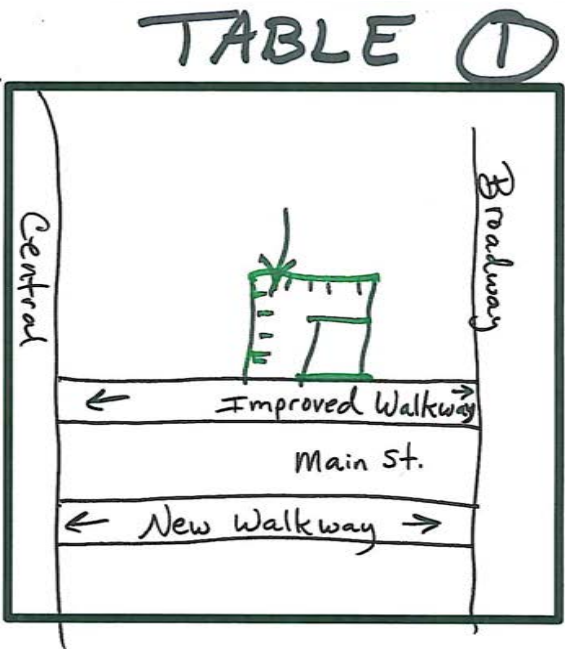
Improved Business Area

Concept/Project: (Title) on Main St.

Description:

Improve sidewalk for existing businesses on Main St. - down to Central i.e. both sides of Main St.

Includes preserving parking for businesses & improving cleanliness and safety.



Advantages / Benefits:

Preserve & improve shopping in L.G.

Source:

1. PRESERVE PARKING
2. HARDCAPE - NOT LANDSCAPE
3. IMPROVED SECURITY AND SAFETY
4. IMPROVE EXISTING STREETS ADJOINING THE PROPOSED PROJECT.
5. ENFORCE EXISTING LAWS / LOTTERING

Issue

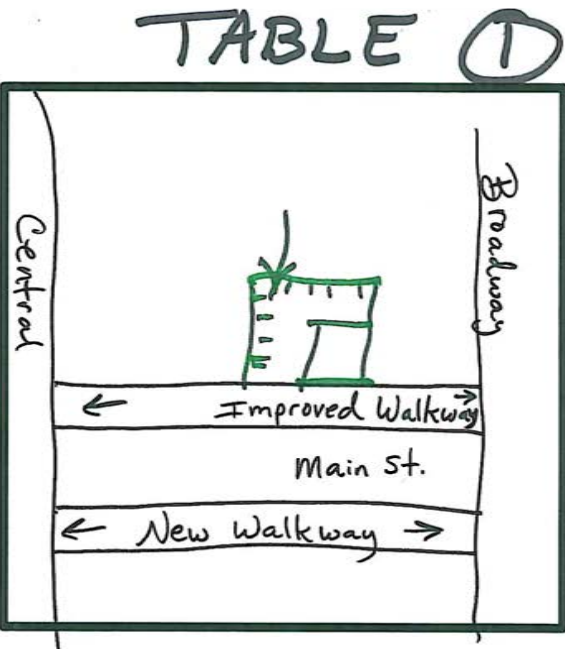
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1. PRESERVE PARKING
2. HARDCAPE - NOT LANDSCAPE
3. IMPROVED SECURITY AND SAFETY
4. IMPROVE EXISTING STREETS ADJOINING THE PROPOSED PROJECT.
5. ENFORCE EXISTING LAWS / LOTTERING

6.2.2 Workshop One ~Big Idea cards

San Altos Park (#60) |

Concept/Project: (Title) MTS Parking Lot

Description:

Redevelop MTS Parking lot to a Park/Rest area along trail.
Some Parking



San Altos Team

Key Features:

Play Equipment
Exercise Equip.
Dog Run
Sunshade

Advantages / Benefits:

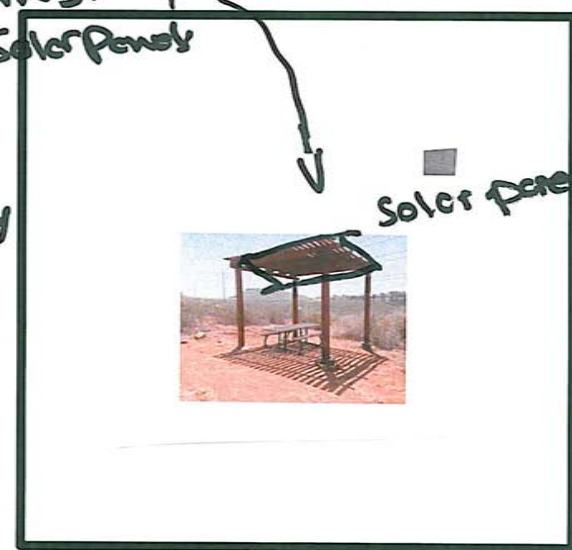
Source:



Concept/Project: (Title) A. Closing Main St. / B. installing Solar Panels

Description:

Close segments - if not all - of Main Street especially segment in front of City Hall,
Install solar-paneled shade structure, and provide opportunities to create revenue for the City.



Key Features:

- Closing Main St., From Broadway to Central
- Solar Paneled Shade Structures

Advantages / Benefits:

- More rec opportunities
- revenue generating
- Lead Certification
- Shade Structures

Source: S



Team #2

Concept/Project: (Title) _____

Description:

Multi use ~~hard~~ path ^{Classy} running the full 2 miles. ^{native surface}
Should have trashcans, dog bags, benches, shade at intervals. A rest room should not be more than 1 mile away.

Leisure station

Cut off light bollards that meet safety standards for lighting

Key Features:

mural art deterrent to graffiti



At trolley Sta, Redirect or raise trolley tracks to stop traffic backups on L.G. Ave

Reconfigure on/off ramp from 94 at L.G. Ave to west side of trolley tracks
Traffic wait. at intersection is much too long

EVENTUALLY:
PEDESTRIAN WALK OVERPASS OVER Lamon Grove Ave WHEN USE JUSTIFIES JOINING STOPPERS NORTH/SOUTH RECREATION AREAS

Multi use path should run the whole 2 miles N to S. This distance is perfect for daily exerc. fun runs ect.

San Antonio - Team (4)

Concept/Project: (Title) _____

Description:

Exercise trails
* Lighting
Rest Area (seating)
Clean up Creek
Walking trails
Trees



Key Features:

SECURE, ATTRACTIVE
EFFECTIVE FENCING



Advantages / Benefits:

Source:

6.2.2 Workshop One ~Big Idea cards

Table 1

Concept/Project: (Title) Over pass for pedestrians over Lemon Grove Av and Broadway intersection
Description: intersection

Construct safe over head walkway over busy intersections for drivers that is maintains Lemon Grove residents shopping in Lemon Grove instead of shopping outside Lemon Grove.

Key Features:

Beautiful overhead walkway to preserve historic Lemon view to drivers as well as pedestrians

Advantages / Benefits:

Maintain current accessibility for drivers through intersection of Broadway and Lemon Grove Av to keep residents shopping at businesses in Lemon Grove.

Source:



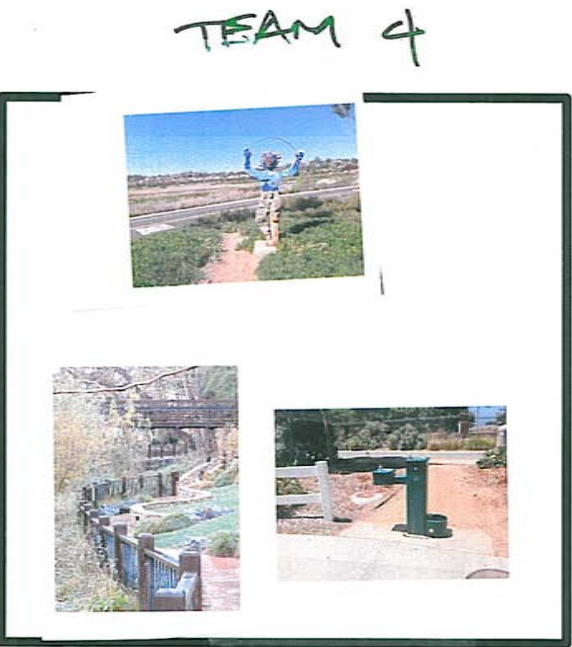
Concept/Project: (Title) _____

Description:

- EXERCISE AREA -
- JOGGING TRAIL
- BIKE PATH
- EXERCISE CIRCUIT

Key Features:

- ART WORK
- WATER FOUNTAIN
- SOFT GROUND COVER
- LOW IMPACT



Advantages / Benefits:

- COMBINES UTILIZATION & BEAUTIFICATION

Source:

Team

Concept/Project: (Title) _____

Description:

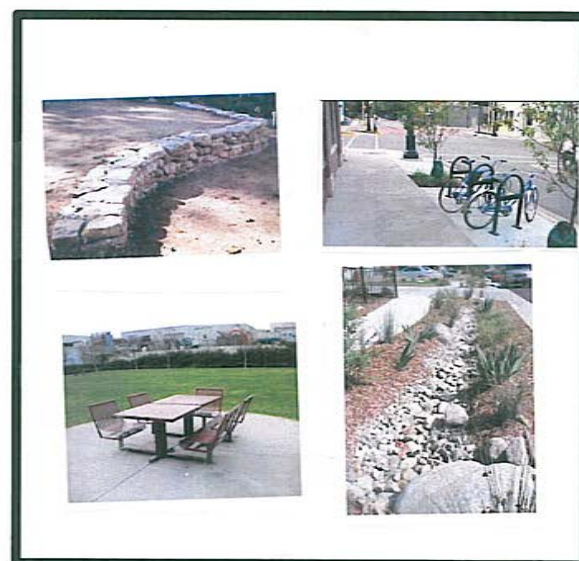
Natural environment,
with recycled material
that includes benches,
tables, bike racks
to encourage picnics
+ relaxation
Must be kept clear of
trash + litter

Key Features:

Benches, tables, paths
with low impact surfaces



Team 4



Advantages / Benefits:

Place for relaxation and
exercise

Source: Bob Holaday

Pedestrian Walkway Bridge

TABLE 1

Concept/Project: (Title) _____

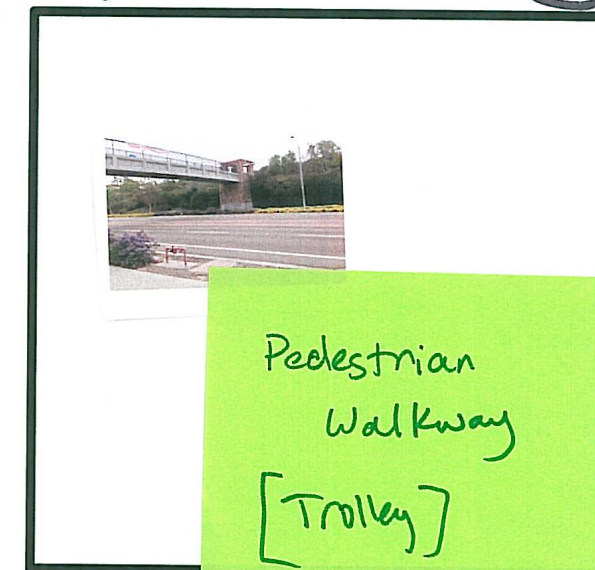
Description:

(1-2) Foot Bridge to cross
Broadway / Lemon area
safely

- Can be suspension or
more durable
- ADA compliant
- Across Broadway?
- Across Lemon Ave?

Key Features:

Safety from cars/traffic
ADA compliant/friendly
Cross trolley tracks



Pedestrian
Walkway
[Trolley]

Advantages /

Safety from traffic/trolley
Helps traffic flow
Encourages non-motorized people
movement

Source: Romina Hegre

6.2.2 Workshop One ~Big Idea cards

PEOPLES PATH

Concept/Project: (Title) _____

Description:
hard path for
walkers, strollers,
runners, bike riders
BEST -


Key Features:
safe, smooth walkway
for all

Advantages / Benefits:
Safety, better use


Source:

Melanie LUCERO ③

SEPARATE WALKING/
BIKING ARE FROM
ROADWAY. NEED
SAFETY DIVIDER



BEST IF
ONE FOR
WALKING
ONE FOR
BIKING LIKE
IN EUROPE



"2nd PROMENADE"
TEAM 5


Concept/Project: (Title) _____

Description:
- MASS AVE / RAILING
Trolley stop -
DESTINATION PARK
o "VENUE"
- CONCERT
- GATHERING

Key Features:
- PLAY AREA
- LIGHTING
- SHADE
- BENCHES
- WATER

Advantages / Benefits:
- LESS CRIME / VANDALISM / TAGGING
- BRING COMMUNITY TOGETHER
- STAYING HEALTHY / WALKING
- CONCERTS
- DESTINATION / GOAL

Source:



OPPORTUNITIES
o COMMUNITY
GARDENS


OPPORTUNITIES
- BEAUTIFICATION
o PLANTS / TREES -
LESS WATER

ISSUES
LIGHTING
(SAFETY)

ISSUE:
- PARKING SPACES
ALLOCATED BY
S.D. COUNTY
(1976)
FOR FIRST BAPT.
LENNON GROVE

ISSUE -
PEDESTRIAN
CROSSINGS
(BROADWAY
TO
MAIN ST)

Solar Panel
Lighting
Along Promenade



Safe and free flowing trolley crossings

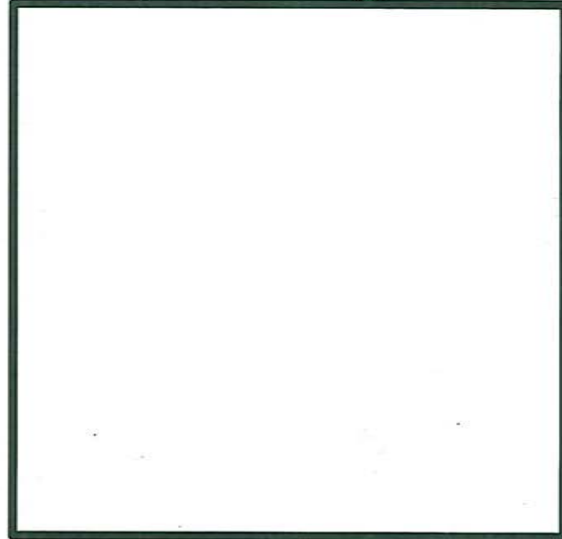
Steve

3

Concept/Project: (Title) _____

Description:

VEHICAL TRAFFIC
AND PEDESTRIAN
TRAFFIC FIRST!
AT BROADWAY, LEMON
GROVE AVE, AND
AT MASSACHUSETTS +
LEMON GROVE AVE. TROLLEY
2ND WAIT IT TURN TO RUN
THROUGH LEMON GROVE



Key Features:

TROLLEY STOP + WAIT
FOR SIGNAL LIGHT.
SO PEDESTRIAN + VEHICALS
KEEP MOVING.

Advantages / Benefits:

SAFTY FOR ALL CITIZENS
WALKING + RIDING BIKES
VEHICALS MOVE MORE FREELY
NO HOLD UP AT BROADWAY
+ MASS

Source:



Urban Runoff / Efficient Use of Water

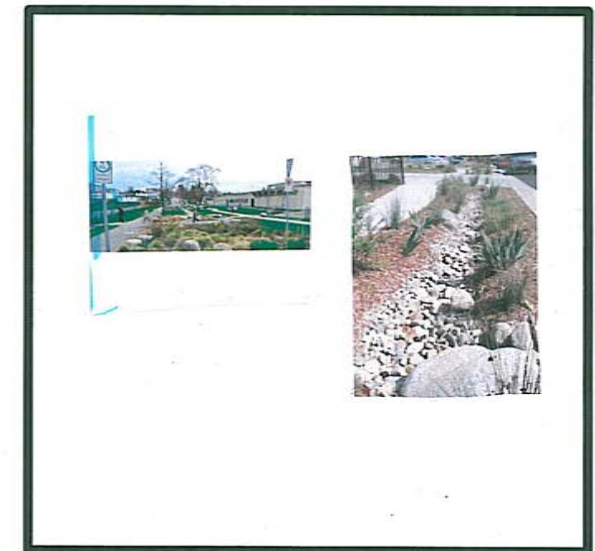
byron

3

Concept/Project: (Title) _____

Description:

Landscape w/ drought
tolerant plants adj.
to gravel/rock swale



Key Features:

Advantages / Benefits:

no additional irrigation

Source:



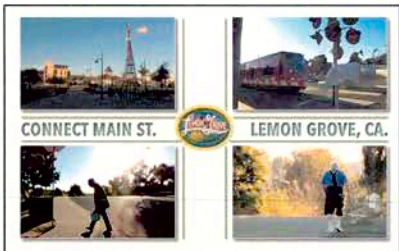
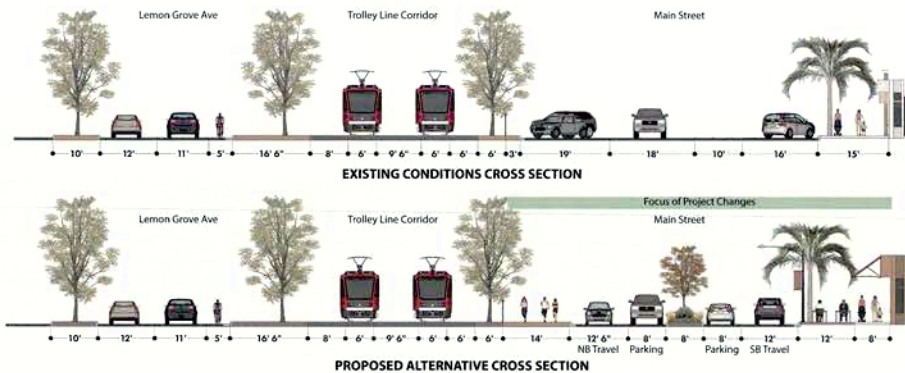
Main St. North Segment : Historic Theme & Focus (Alt. A)



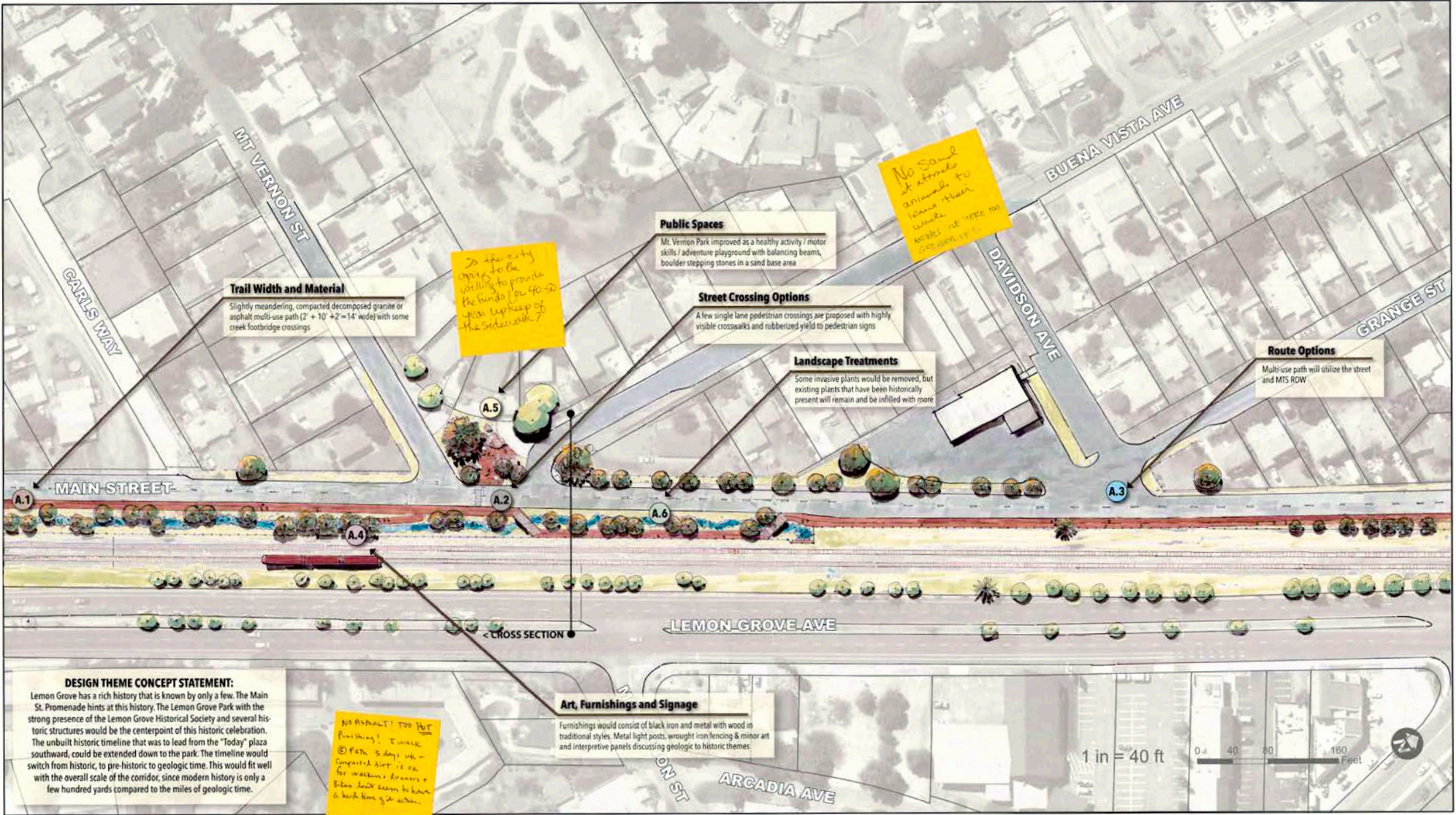
PROJECT ELEMENTS

- Trail Design & Function
- A.1 Trail Width & Material
 - A.2 Street Crossing Options
 - A.3 Route Options

- A.4** Art, Furnishings & Signage
- A.5** Public Spaces
- A.6** Landscape Treatments



Main St. Central Segment : Historic Theme & Focus (Alt. A)

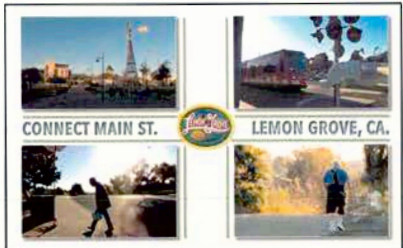
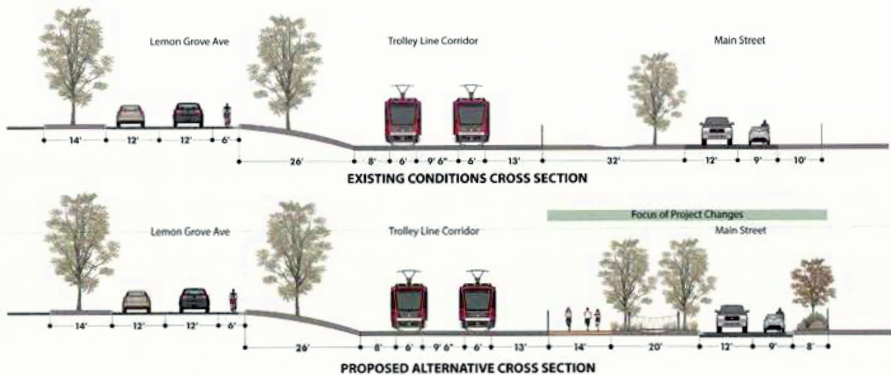


PROJECT ELEMENTS

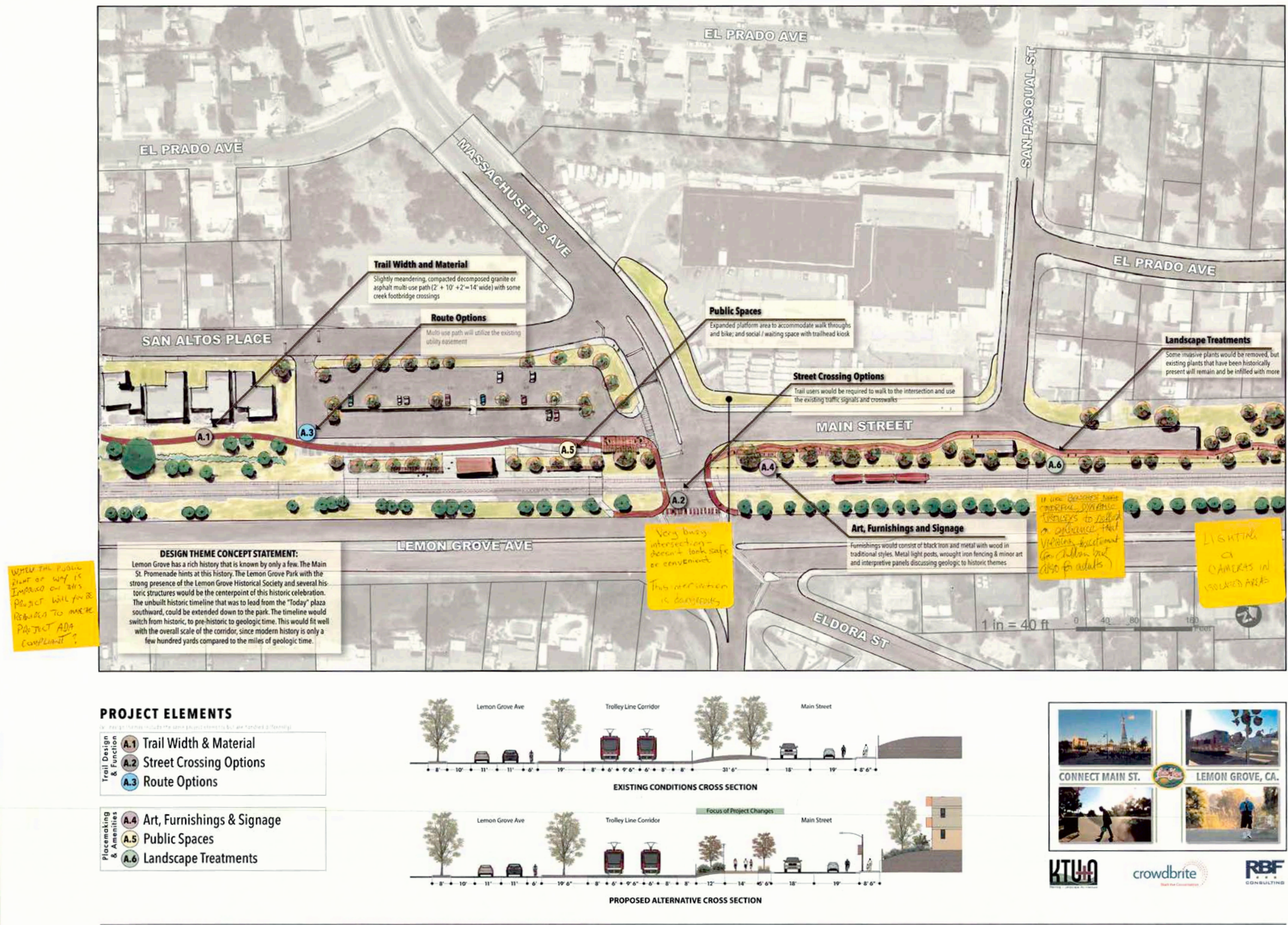
Call design elements on map to the same project elements but also have an element of

- Trail Design & Function**
 - A.1 Trail Width & Material
 - A.2 Street Crossing Options
 - A.3 Route Options

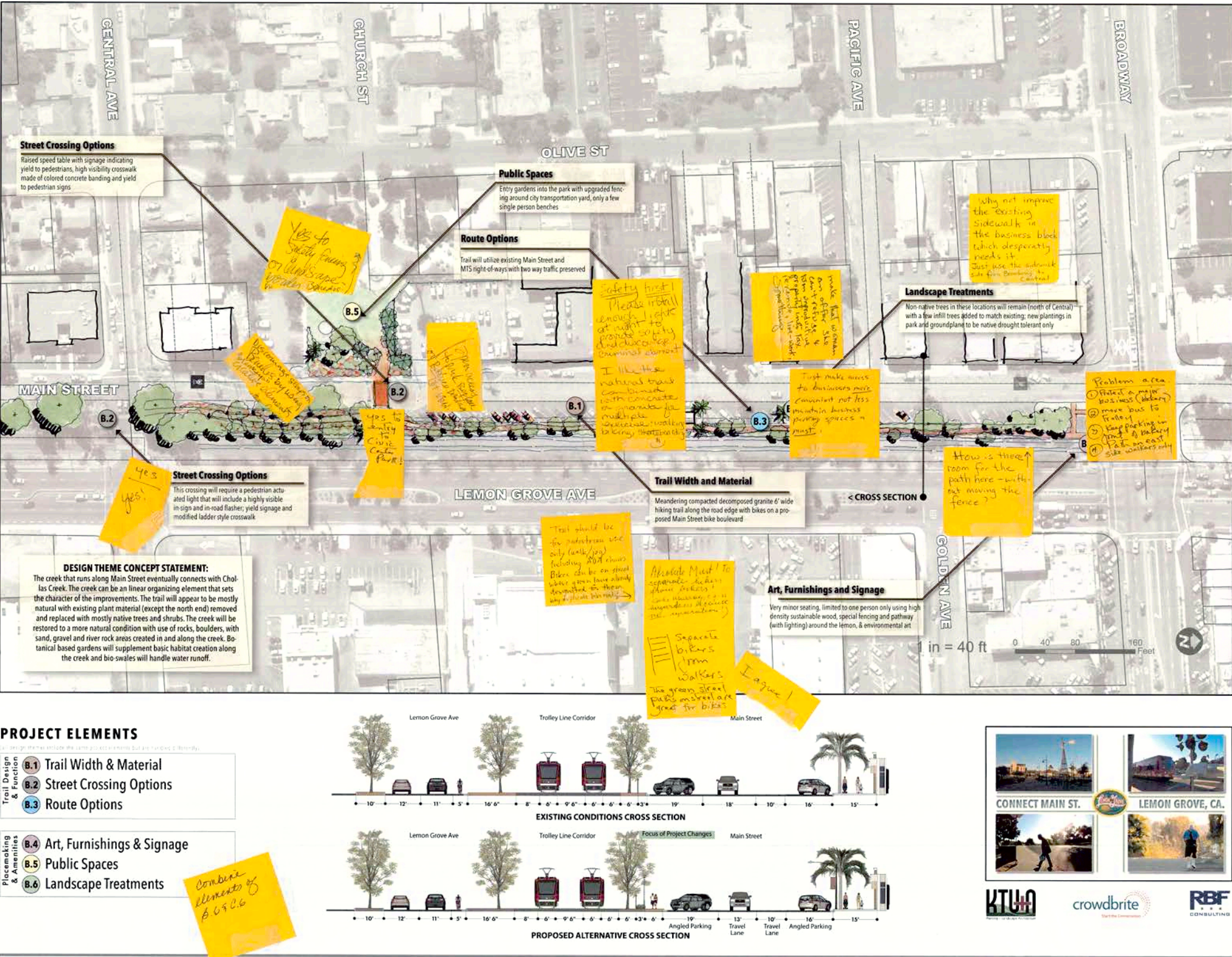
- Placemaking & Amenities**
 - A.4 Art, Furnishings & Signage
 - A.5 Public Spaces
 - A.6 Landscape Treatments



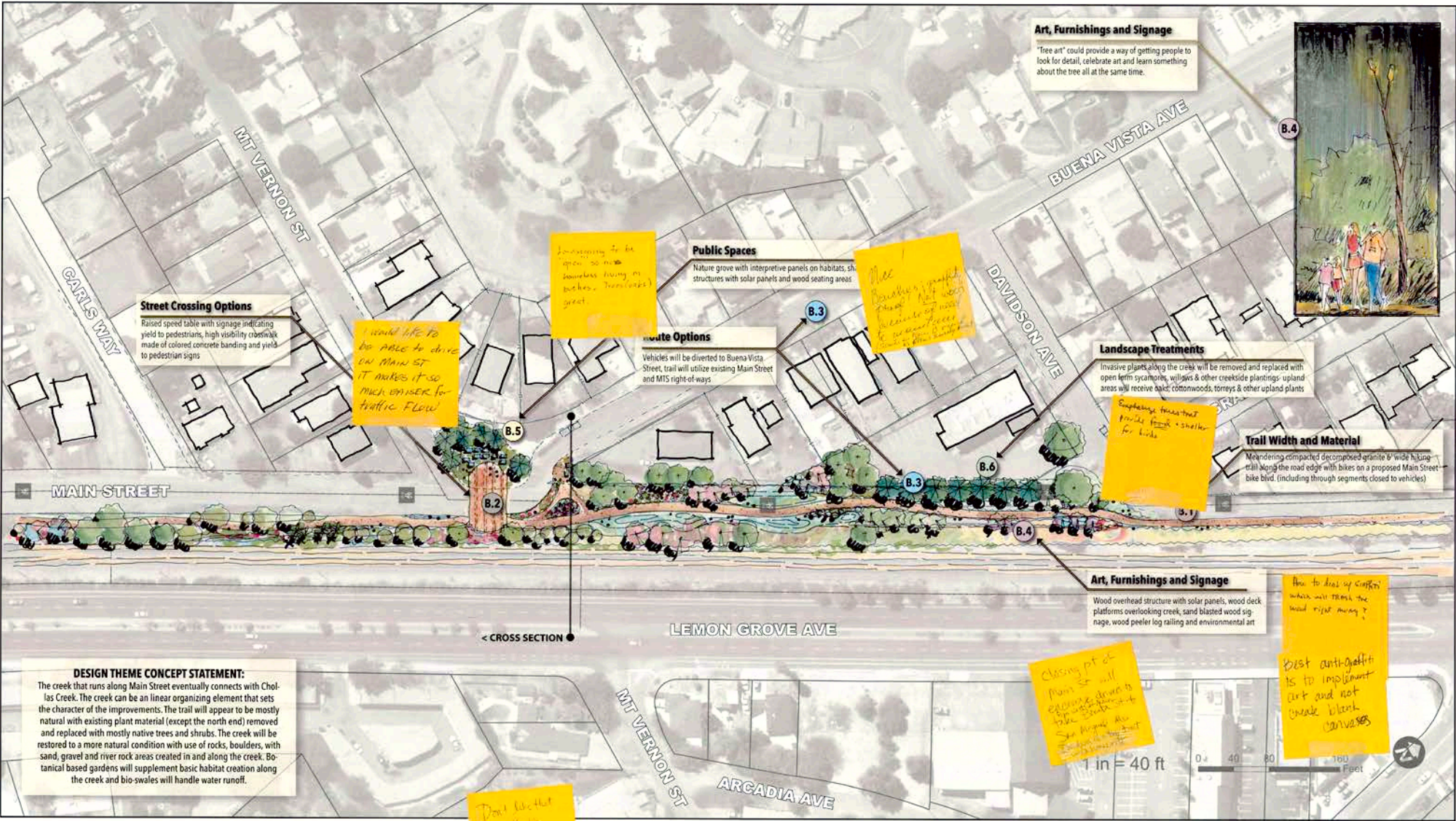
Main St. South Segment : Historic Theme & Focus (Alt. A)



Main St. North Segment : Natural Theme & Focus (Alt. B)

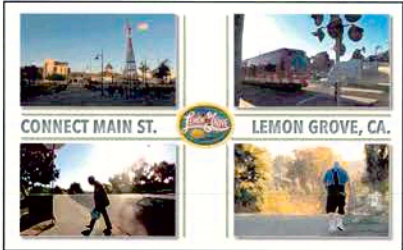
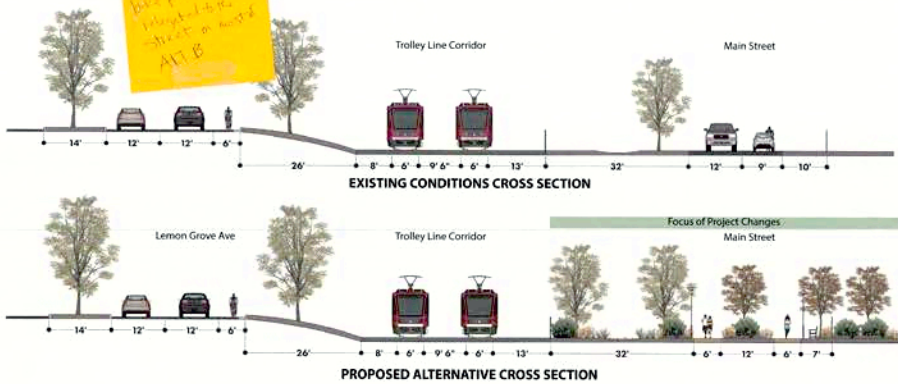


Main St. Central Segment : Natural Theme & Focus (Alt. B)

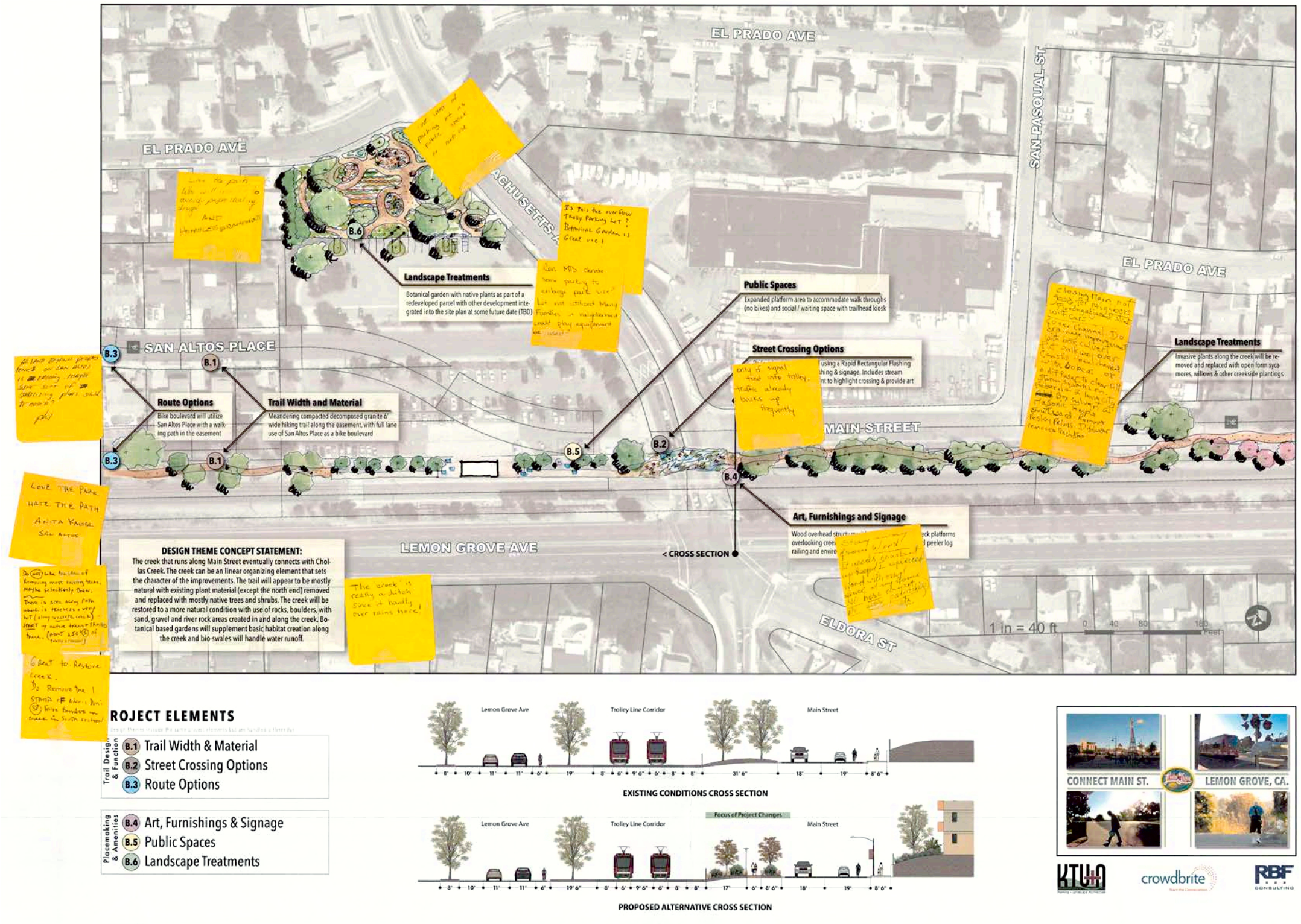


PROJECT ELEMENTS

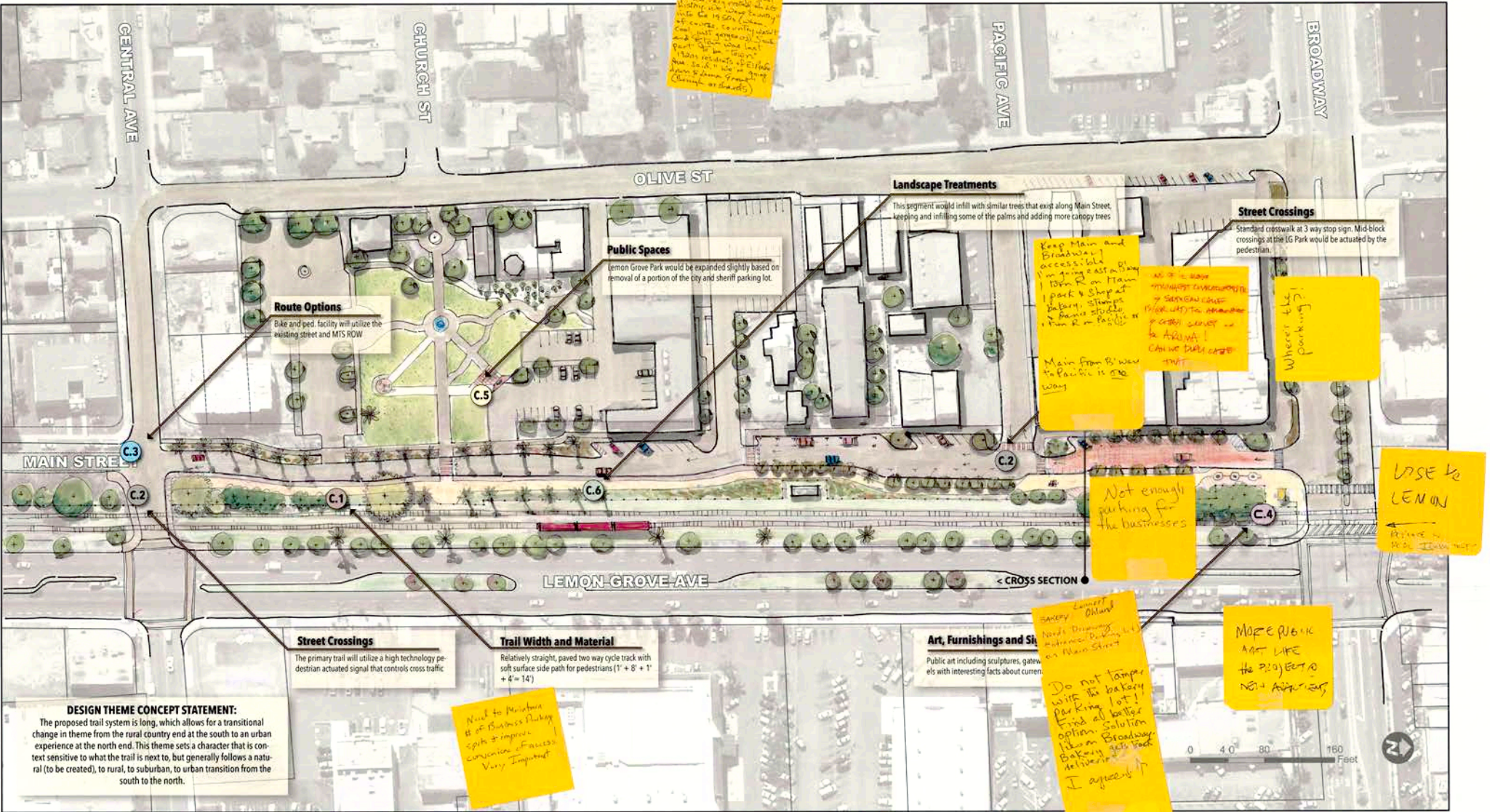
- Trail Design & Function**
 - B.1 Trail Width & Material
 - B.2 Street Crossing Options
 - B.3 Route Options
- Placemaking & Amenities**
 - B.4 Art, Furnishings & Signage
 - B.5 Public Spaces
 - B.6 Landscape Treatments



Main St. South Segment : Natural Theme & Focus (Alt. B)

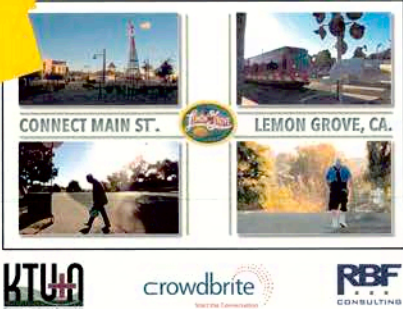
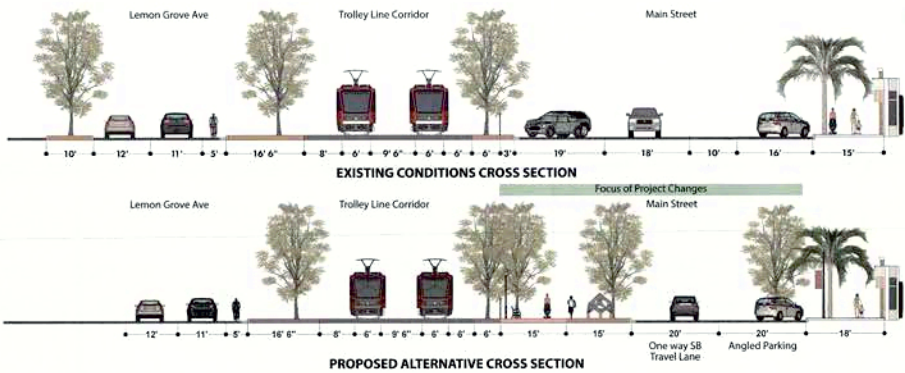


Main St. North Segment : Country to City Connections (Alt. C)

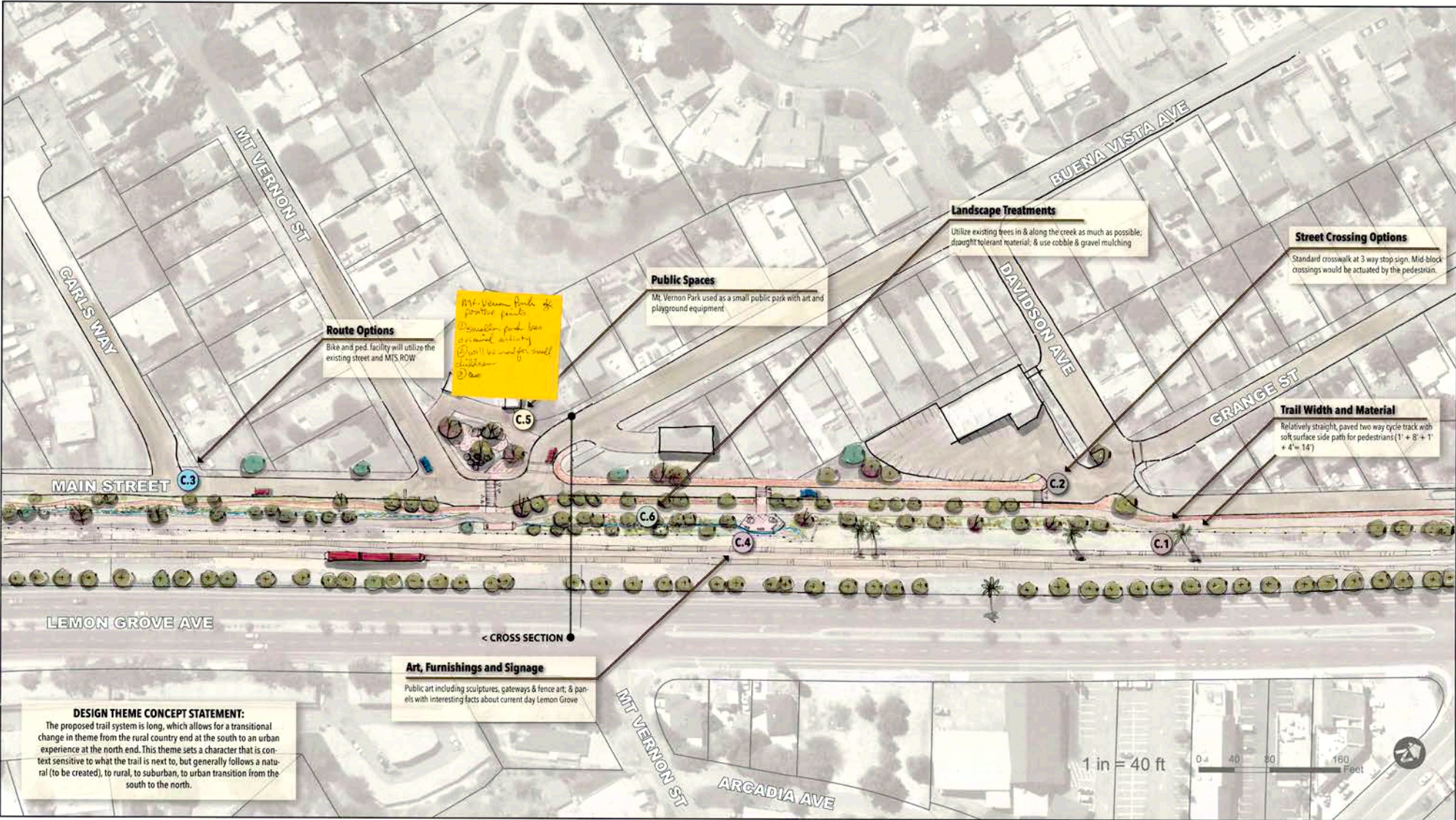


PROJECT ELEMENTS

- Trail Design & Function
 - C.1 Trail Width & Material
 - C.2 Street Crossing Options
 - C.3 Route Options
- Placemaking & Amenities
 - C.4 Art, Furnishings & Signage
 - C.5 Public Spaces
 - C.6 Landscape Treatments



Main St. Central Segment : Country to City Connections (Alt. C)

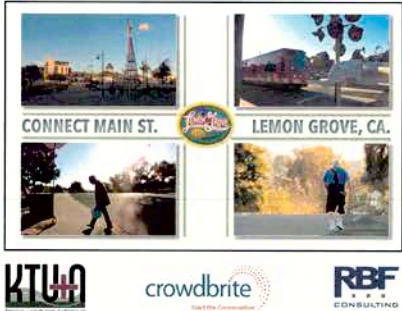
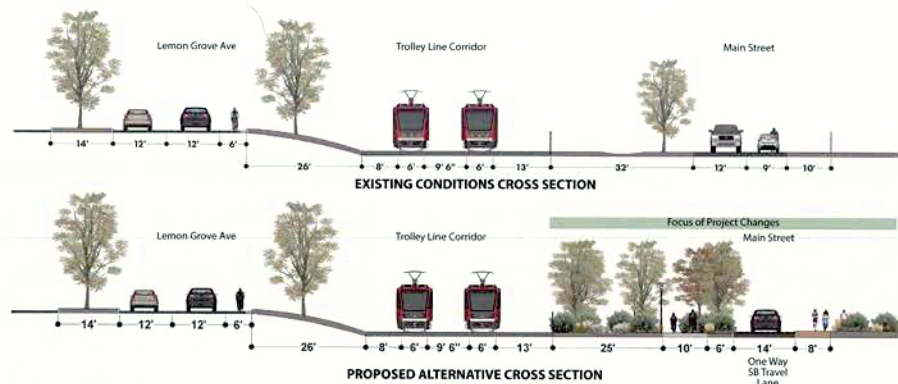


PROJECT ELEMENTS

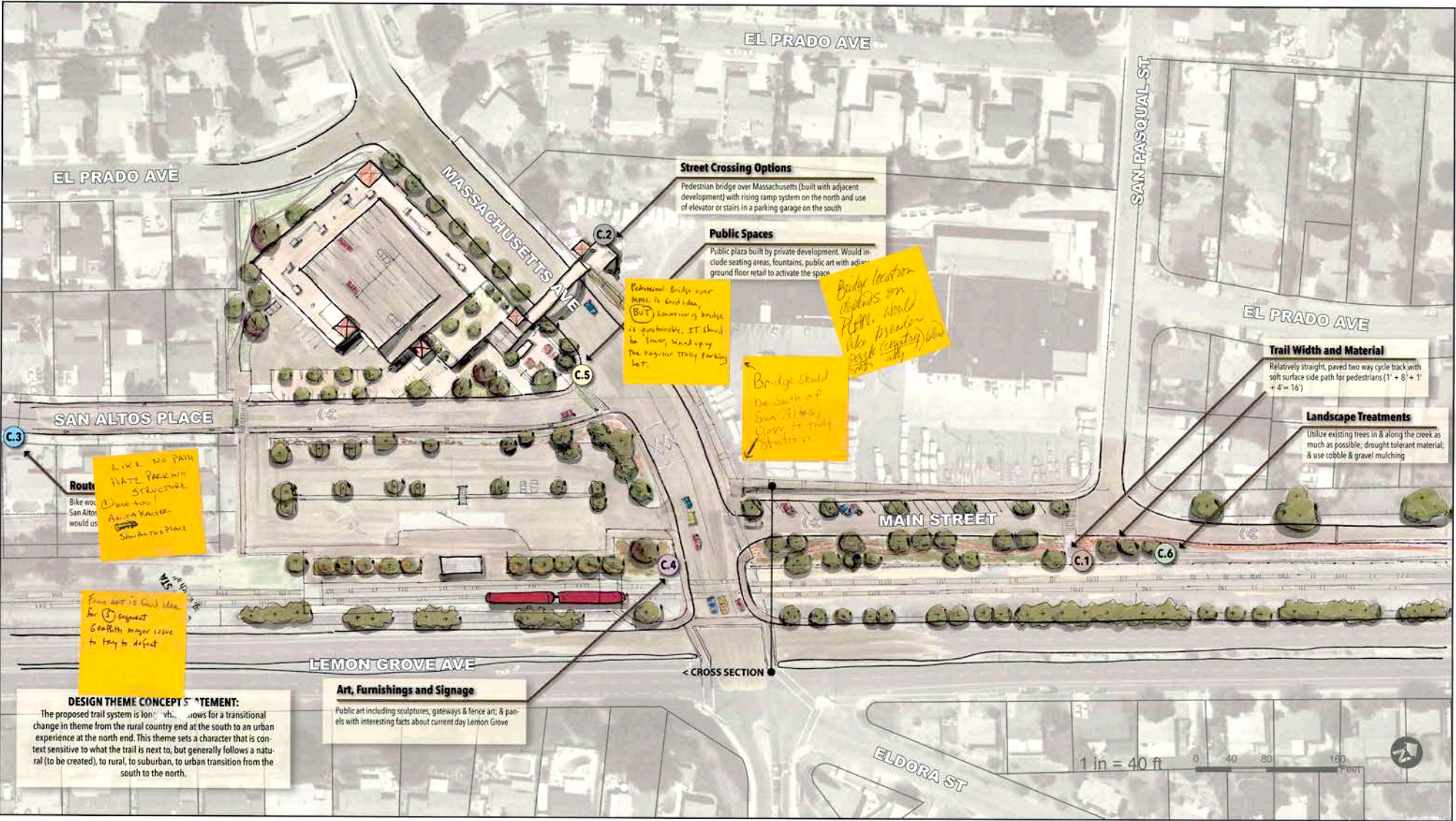
Trail Design & Function

- C.1 Trail Width & Material
- C.2 Street Crossing Options
- C.3 Route Options

- Placemaking & Amenities
- C.4 Art, Furnishings & Signage
 - C.5 Public Spaces
 - C.6 Landscape Treatments



Main St. South Segment : Country to City Connections (Alt. C)



PROJECT ELEMENTS

- Trail Design & Function**
 - C.1 Trail Width & Material
 - C.2 Street Crossing Options
 - C.3 Route Options
- Placemaking & Amenities**
 - C.4 Art, Furnishings & Signage
 - C.5 Public Spaces
 - C.6 Landscape Treatments

